

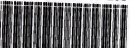




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## HISTORY OF USS AGAWAM (AOG 6)

In the Pacific, the letters AOG have come to mean "Always On the Go." The record compiled by USS AGAWAM (AOG 6) would seem to substantiate the interpretation. In 25 months during 1944 and 1945, AGAWAM rigged her fuel lines in such varied regions as the Solomon Islands, Admiralty Islands, New Guinea, the Philippines, Okinawa, Japan and China. Primarily charged with providing fuel for air strips in remote areas, she has also discharged fuel to sprawling tank farms on a multitude of beaches, stationary storage ships, powerful combatant ships, motor torpedo boats, seaplanes and their tenders.

USS AGAWAM was built by the Cargill Shipbuilding Corporation, at Savage, Minnesota, and was commissioned on 18 December 1943 at New Orleans, Louisiana with Lieutenant John W. Foster, USNR, in command. Mrs. G. F. Jacobs, wife of Commander G. F. Jacobs, Inspector of Naval Material, Northern Pump Company, Minneapolis, acted as sponsor for the ship which was named for the Agawam River in Massachusetts.

After routine alterations and fitting out for sea at New Orleans, AGAWAM left Galveston, Texas, on 24 January 1944 for Panama with a capacity load of fuel and cargo. After transiting the Panama Canal, the ship set course for Espiritu Santo, New Hebrides, arriving on 1 March. On 9 March she reached Tulagi, Florida Island, Solomon Islands, which was the ship's actual operating base for ten months.

Assigned to Service Squadron EIGHT, AGAWAM commenced servicing the various air strips and bases in the Solomons area. During this period she made regular routine trips to such bases as Guadalcanal, Rendova, Vella Lavella; Bougainville, Treasury Islands, Green, Emirau and Munda. Until late October AGAWAM operated with escorts and experienced five submarine contacts, although the ship was never actually attacked.

In September 1944, AGAWAM was granted a 27-day availability at Espiritu Santo, returning to Tulagi on 25 October. Until 29 January 1945 she was engaged in routine operations. On that date she was detached and sent to Lingayen Gulf in convoy, laying over in Leyte Gulf enroute.

Arriving at Lingayen Gulf on 1 March 1945, AGAWAM was engaged in routine operations between Manila, Subic Bay and Lingayen Gulf until 1 April under Service Force, SEVENTH Fleet. On 1 April, her status changed considerably. Although she was still under Naval administration and supply, she was released on loan to the Army for actual operation, for the support of the Army land-based forces in various area.

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## HISTORY OF USS ALHENA (AKA 9)

A two ocean veteran, USS ALHENA (AKA 9) steamed from Ireland to the shores of Japan during World War II.

On 15 June 1941, the steamship ROBIN KETTERING, originally intended for service with the Robin Line, was taken over from the Maritime Commission and commissioned as USS ALHENA (AK 26) with Commander C. B. Hunt, USN, as her first commanding officer. The ship was named for the star Alhena.

Following her commissioning, several weeks were required to make the necessary conversions to fit the ship for Naval service. However, due to the urgencies of the times, her conversion was still incomplete when ALHENA began her first voyage.

ALHENA spent her first year of service for the most part in North Atlantic waters. After several voyages along the Eastern Seaboard, she loaded troops and equipment and set sail for Reykjavik, Iceland. Following her initial overseas voyage, she made runs to Newfoundland, Ireland and Scotland, as well as several more coastal voyages along the United States. Further conversion was effected during the period spent in United States ports.

When Pearl Harbor was attacked on 7 December 1941, ALHENA was in Norfolk, Virginia. Her first wartime voyage was to Argentina, Newfoundland.

On 9 April 1942, ALHENA left New York enroute to Panama, passed through the Canal on the 19th and set sail for Tongatabu, Tonga Islands. Embarked were various Army and Navy passenger personnel. The passage was uneventful and, having discharged passengers and cargo in Tongatabu, ALHENA returned to the United States, arriving in San Diego on 5 June. There she underwent further conversion, and embarked units and cargo of the U.S. Marine Corps.

After a month of uncertainty, during which the installation of additional armament was rushed to completion, ALHENA departed from San Diego on 1 July, for an unknown destination. On 14 July Tongatabu was announced as the first port of call. After having spent several days there, ALHENA sailed to the Fiji Islands to participate in landing exercises prior to the assault on Guadalcanal. Landing exercises completed, the attack force proceeded toward Guadalcanal on 29 July 1942.

ALHENA arrived off Guadalcanal on 7 August and completed her preliminary operations. In the afternoon the ships were attacked twice by Japanese planes. On the afternoon of the 8th

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HISTORY OF USS ALMAACK (AKA 10)

Hauling cargo of all descriptions from Africa to the Philippine Islands, USS ALMAACK traveled 125,000 miles, a distance equal five times around the world, during World War II. Her naval service has taken her across the equator twelve times and over the International Date Line nine times, she participated in seven major amphibious invasions transporting over one and a half million cubic feet of cargo.

USS ALMAACK was formerly SS EXECUTOR, built by the Bethlehem Steel Company at Fore River Yard, Quincy, Massachusetts. She was launched on 21 September 1940 and operated by the American Export Lines. Taken over by the Navy, she was placed in commission on 15 June 1941 at the U.S. Army Transport Service Base, Brooklyn, New York as (AK 27). Her name was taken from the star Almaack. Captain T. R. Cooley was the ship's first commanding officer.

In convoy with Destroyer Division 62, ALMAACK got underway on her first voyage as a Navy ship on 27 July 1941, bound for Reykjavik, Iceland. After further voyages to Trinidad, Ireland and Scotland, ALMAACK left New York on 9 April 1942 with Task Force 38, bound for Pacific duty.

Passing through the Panama Canal on 19 April, ALMAACK proceeded to the Tonga Islands. From there the ship sailed for San Diego, California, where Captain T. R. Cooley was relieved by Commander C. L. Nichols as commanding officer.

ALMAACK then proceeded to Long Beach, California for repairs and alterations. Upon completion of the repairs on 15 July, she returned to San Diego and began firing and landing exercises off the coast of California. The ship then became a part of Task Unit 36.1 and returned to the East Coast.

At Norfolk, Virginia, ALMAACK underwent further alterations and repairs, and then loaded cargo at New York. As part of a task force, she got underway for her first amphibious operation, proceeding first to Scotland. Here the ship participated in amphibious exercises until 21 October. Five days later the task group left Great Britain, setting course for Algiers.

The passage was completed with little excitement. Enemy planes appeared several times, but no serious attacks were pressed. Anchoring off Algiers on 8 November, ALMAACK sent her boats in with the first assault waves. Heavy seas and high winds wrecked all but six of the ship's boats during the first day and the remainder were lost that night. With no landing craft left, ALMAACK pulled into a pier to discharge her remaining cargo. Although



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# HISTORY OF USS ALNITAH (AK 127)

Taken over by the Navy and commissioned in late 1943, USS ALNITAH (AK 127) served throughout the remainder of the war as an inter-island transport in the South Pacific.

As SS JOHN S. LOGAN, the ship was built by the Permanente Metals Corporation, Richmond, California. Taken over by the Navy in October 1943 and renamed for the star Alnitah, USS ALNITAH was commissioned on 27 November 1943. Command was assumed by Lieutenant Commander E. J. Youngjohn, USNR, who remained as commanding officer through the war.

ALNITAH's first assignment was the transportation of 1150 men of the 12th Construction Battalion from Port Hueneme, California, to Espiritu Santo, New Hebrides. Picking up her passengers on 12 December 1943, the ship made port at Espiritu Santo on 3 January 1944.

Immediately reporting for duty with Service Squadron EIGHT, ALNITAH was put into service as an inter-island transport. She remained in this capacity for almost twenty months before returning to San Francisco, California in August 1945.

Although the ship did no fighting, her duty was frequently more than mere routine. She was a frequent visitor to such places as Guadalcanal, the Russells, Florida Island, Treasury, Fiji and Society Islands. Okinawa, Eniwetok and Saipan were also on her itinerary.

ALNITAH's designation was that of a cargo ship, but she transported anything that needed moving. One early cargo consisted of 425 tons of general cargo, \$50,000 in silver coin, 246 casualties, 16 nurses, 2020 bags of mail and 16 Army dogs.

In July of 1944 she drew an assignment calling for the transportation of a battalion of native Fiji Scouts, famed for their jungle fighting, to their home islands and participating in the home-coming festivities.

Feats of seamanship were not uncommon. In late January 1944, while docking in Noumea, the captain of ALNITAH was forced to relieve the pilot after he had collided with a merchantman, made two false dockings and had broken two manila lines.

On 19 February 1944, ALNITAH became the first ship to enter through the torturous eastern entrance to Sterling Island Harbor.

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### HISTORY OF USS ALPINE (APA 92)

Built by the Western Pipe and Steel Company of San Francisco, California for the Maritime Commission, USS ALPINE was acquired by the Navy on 30 September 1943 and commissioned at Portland, Oregon on 22 April 1944. She was named for Alpine County, California.

A ship as rugged as the mountain crags from which her name was derived, USS APLINE began her career by holding strenuous training exercises on an around-the-clock bases. She then proceeded westward where she received her baptism of fire while participating in the recapture of Guam.

On 21 July 1944, ALPINE steamed slowly through the inky blackness of the early morning in an approach on Guam. In the distance the sky was illuminated by flashes from the guns of battleships, cruisers and destroyers which were bombarding the enemy's defenses. Even in the darkness of the night the ragged outline of the island hills could be seen through the smoke and flame of constant explosions. The landing craft, which were even then heading toward the beach, could be seen by the light of red flame from gun flashes.

Even though USS APLINE was still ten miles off shore, she shook from stem to stern as the concussion from heavy caliber guns of battleships and cruisers vibrated over the water. Pausing just outside the range of shore guns, ALPINE inched her way toward the shore as wave after wave of the attacking forces hit the beach.

All day as she lay offshore, friendly planes could be seen from the nearby carrier force streak in, drop their bombs on enemy installations and zoom down to straff enemy troop concentrations before returning in the direction of the carriers. Behind them they left a huge trail of smoke and fire. When the green slopes of Mt. Alifan spouted mortar fire at friendly landing craft they were in turn blasted to eternal silence by direct hits from the shore bombardment Groups.

The call for ALPINE's troops to hit the beach came shortly before sunset. About 80 per cent of the troops were disembarked immediately, the rest remaining as a service force.

USS ALPINE lay off the beach only 6000 yards from the enemy held beach all night, unloading cargo periodically into the small craft that appeared silently out of the darkness. Unloading proceeded slowly because of a 500 foot reef that lay adjacent to the shore line. The landing craft, which ordinarily could nestle right up on the beach, could not cross that coral barrier. This



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HISTORY OF USS ALTAMAHA (CVE 18)

One of the most effective "secret weapons" during World War II was the ability of United States fleets to stay at sea for long periods of time without returning to rear area bases for replenishment. One of the ships making this possible was USS ALTAMAHA, an escort carrier.

The escort carriers ferried replacement planes and crews and other vital supplies from the United States to operating units in the war zone. During the fast carrier task force strikes, they frequently rendezvoused with the task forces to furnish new planes and crews and to pick up damaged aircraft. This enabled Task Forces 38 - 58 to stay at sea for months at a time.

Built and converted from a Maritime Commission type C-3 hull at the Seattle-Tacoma Shipyards, USS ALTAMAHA was christened and launched on 28 May 1942. The vessel was named after Altamaha Sound off the state of Georgia. Mrs. Agnes Combs, wife of Commander T. S. Combs, USN, served as sponsor at the launching ceremony.

Soon after launching, the ship was taken to the Navy Yard, Bremerton for fitting out and was commissioned on 15 September 1942. Captain J. R. Tate, USN, assumed command of the new escort carrier.

Following her trials, USS ALTAMAHA was ordered to San Diego, California escorted by USS KENDRICK. While enroute an unidentified submarine fired three torpedoes at ALTAMAHA, but no hits resulted. KENDRICK launched an attack before contact was lost.

The escort carrier's first duty was a voyage to the Southwest Pacific with replacement planes and pilots. This type of duty continued until April 1943. During this time the escort carrier ranged the Pacific, touching at the New Hebrides, Midway, Elllice Islands, Johnston Island, Pearl Harbor, Australia and Karachi, India. From 1 April until 12 July 1943, ALTAMAHA operated out of San Diego on flight training assignments, returning to her transport duty in mid-July.

In October 1943, ALTAMAHA entered the Mare Island Navy Yard at San Francisco, California for a major overhaul. She got underway from San Francisco Bay enroute to Brisbane, Australia, after first stopping at Alameda, on 10 November.

Her next assignment was off the West Coast, carrying out carrier qualification landings from 21 December 1943 through 22 March 1944, when she was ordered to Pearl Harbor.

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### HISTORY OF USS ANTHEDON (AS 24)

One of the vital ships of the Service Force, USS ANTHEDON (AS 24) did her part in World War II by keeping her submarine charges in top shape for their forays against the enemy.

Built by the Ingalls Ship Building Company, Pascagoula, Mississippi, ANTHEDON was acquired by the Navy on 17 December 1943. Her conversion took place at Todd's Shipbuilding Yard, Hoboken, New Jersey.

The new tender, named for a sea god, was put into commission on 15 September 1944 with Commander (later Captain) Richard E. Hawes, USN, in command. She got underway on the same day for Brooklyn, New York where her crew worked an around-the-clock shift loading ship's stores and provisions.

After finishing loading her general stores and loading ammunition, ANTHEDON spent two weeks at New London, Connecticut, loading submarine spare parts and additional stores as well as conducting tests and drills.

ANTHEDON departed New London on 11 October, 1944 and set course for Fremantle, Australia, via the Panama Canal. All her stores and spares were aboard, but had not been stowed and so the crew maintained a 24-hour schedule building storage bins, inventorying, and stowing, getting the ship ready for duty. Six days before she arrived on station, the work was completed.

The tender arrived in Fremantle on 17 November, after one of the shortest shakedown and loading schedules on record. Within two hours the first submarine came alongside for a refit. During her three-month stay here, the ship completed refits on 11 submarines in addition to two partial refits and one voyage repair.

ANTHEDON left Fremantle on 12 February 1945 for Subic Bay, Philippine Islands, stopping in Brisbane and Hollandia for building material before arriving on 13 March. She remained in Subic Bay for the rest of the war.

Work was immediately started on a Submarine Rest Camp, most of which was completed in 16 days. While in Subic Bay ANTHEDON completed refits on 25 submarines and gave turn-around or voyage repairs to 14 more.

She also repaired and placed into service two Japanese vessels; a 300 ton wooden lugger and a steel hull tanker of 1200 tons, which was converted into a cargo vessel. The ship also tended CHANTICLEER, COUCAL and all the destroyer-escorts operating with submarines based in Subic Bay.

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HISTORY OF USS APPLING (APA 58)

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On 19 November 1943 the keel of USS APPLING (APA 58), the second ship of 32 vessels of its type, was laid at the Consolidated Steel Corporation, Wilmington, California.

In April the ship was ready for launching and on Easter Sunday movie star Claudette Colbert christened the ship USS APPLING after a Georgia county.

The crew and officers were assembled at the Small Craft Training Center, Terminal Island, California, and on 22 August 1944, when the Navy accepted the new transport, placed her in commission under the command of Lieutenant Commander Alexander Stuart, USNR. After commissioning the vessel received a two week shakedown period at San Pedro.

Officers and men were then assigned to two weeks training in Amphibious Warfare at San Diego. Upon completion of post-shakedown repairs, the ship reported to San Francisco, California for duty.

APPLING departed for Hollandia, New Guinea on 17 October. Forced to stop at Tulagi, New Florida Island for engineering repairs, she did not arrive until 14 November.

The ship remained at Hollandia until 3 January 1945 when she left for the invasion of Lingayen Gulf. APPLING's Task Force arrived on 11 January 1945, two days after the initial landings. She remained for two days, unloading troops and cargo. During the frequent air raids APPLING was credited with shooting down a Japanese plane.

The vessel arrived at Leyte on 16 January and remained there for ten days before leaving for the San Felipe - San Antonio, Luzon landings. The troops went ashore unopposed on 29 January. Cargo and troops were discharged on the same day and the ship set sail for Leyte, where she remained until 27 March.

Loading troops for the Okinawa landings, APPLING went through several practice landings and then got underway for Okinawa. She arrived on 1 April just as the invasion began. After eight days the transport was assigned to Kerama Retto as receiving ship. Four more days here and she returned to Okinawa for further routing to Pearl Harbor.

APPLING departed Okinawa on 14 April and arrived at Pearl Harbor, after first touching at Saipan, on 2 May 1945. At Saipan, Commander Alexander Stuart, USNR, received orders detaching him as commanding officer and the executive officer, Lieutenant Commander Edward Conlon, USNR, relieved him when the ship reached Pearl Harbor.

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HISTORY OF USS ARCHERFISH (SS 311)

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US "Carry the war to the enemy" has always been one of the prime axioms of warfare, and no other branch of our armed forces did so more quickly or effectively than the deep-running marauders of the submarine service.

Submarines patrolled Japanese harbors and harassed enemy shipping from the very beginning of the war. By the time that USS ARCHERFISH (SS 311) was commissioned in 1943, the enemy could not even hold shakedown cruises for his new ships in safety.

ARCHERFISH is credited with the sinking of the largest aircraft carrier in the world -- a 69,000-ton Japanese vessel still on her trial runs.

ARCHERFISH began to take form when her keel was laid at the Portsmouth Navy Yard on 22 January 1943. The launching and christening took place on 28 May 1943. Miss Malvina C. Thompson, secretary to Mrs. Franklin D. Roosevelt, sponsored the sleek new submarine. On 4 September the ship was placed in commission and Lieutenant Commander G. W. Kehl, USN, assumed command.

Training of the new crew and trials for the sub took place in the Portsmouth - Newport - New London area until the first part of November 1943, when ARCHERFISH departed for the Panama Canal. After transiting the canal, she reported for duty to Commander, Submarines, Pacific Fleet.

ARCHERFISH arrived at Pearl Harbor and, after more training, departed for her first war patrol on 23 December 1943. A stop at Midway for fuel, and ARCHERFISH began to prowl the East China Sea in the vicinity of Formosa.

Heavy weather plagued the patrol from the start. Torpedoes had to be set to run deep, which caused many to miss by running under the target ships. After having her first attack end in failure, ARCHERFISH celebrated her birthday with a successful attack on 22 January 1944.

The first indication of the enemy came on the radar scope at 2142. The sub immediately commenced tracking the target and closed the range until indications of four large and three smaller ships could be seen zig-zagging along the west coast of Formosa.

After setting up the attack for two hours, ARCHERFISH fired four torpedoes from her forward tubes at the nearest large ship and swung to bring the rear tubes to bear. Before the turn was completed, a terrific blast shook the ship as the "fish" hit home, sending a 9,000 ton passenger-freighter to the bottom.



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## HISTORY OF USS ARCTURUS (AKA 1)

Her men call her the "LUCKY ARK" -- officially she's known as USS ARCTURUS (AKA 1) -- and she had more than earned her nickname during five major amphibious operations, including two weeks off Okinawa during the worst of the Japanese suicide attacks.

Her mission was not to seek out the enemy battle fleet, but rather to land essential equipment and supplies for invasion forces. The ship looks like a merchantman, but those who know ocean vessels immediately recognize her special unloading equipment and her heavy armament as identifying her as a Navy attack cargo carrier.

USS ARCTURUS was built in 1939 by the Sun Ship Building and Dry Dock Company of Chester, Pennsylvania as SS MORMACHAWK. She was acquired by the Navy on 20 September 1940 and placed in commission on 26 October 1940 as (AK 18). The ship's first commanding officer was Commander R. C. Bartman, USN.

The ship started her Navy career with two years of general auxiliary duty which included helping to transport the Marine occupation force to Iceland and laying anti-torpedo nets at Argentia, Newfoundland. ARCTURUS made her invasion debut with the invasion of North Africa in November 1942. Her decks cluttered with stub-nosed landing craft, she moved into the transport area near Fedela, French Morocco and put her boats over with the invasion forces.

While in the Fedela transport area, she was missed several times by torpedoes from German U-boats. Three transports laying off her port bow were hit while two more on the starboard bow were sunk. Bombs dropped close by, but did no damage. Several members of the ship's boat crews aided in rescuing survivors from ships torpedoed nearby.

When it became necessary to move the transports to avoid the submarine attacks, fate was again on her side. Her captain, Commander J. R. McKinney, refused to stand out without her anchor. Other ships were slipping their anchors and getting underway with all possible speed -- but not the ARK.

The captain ordered "heave around and heave right up," and the crew went to work feverishly to get the anchor aweigh before a torpedo found them. Before they could get underway, the men on the forecastle saw a torpedo pass close under the bow and then hit a neighboring ship with a thunderous explosion. Had the anchor chain been slipped, ARCTURUS would have moved directly into the path of the German torpedo.

After leaving the anchorage, ARK cruised along the African coast playing hide and seek with the attacking German U-boats.

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## HISTORY OF USS ASHTABULA (AO 51)

The fleet oiler USS ASHTABULA, known for her support in the battle of Leyte Gulf and the invasion of Okinawa, was commissioned on 7 August 1943 at the Bethlehem Shipyard, Sparrows Point, Maryland. She was named for a river in the State of Ohio, and was launched on 22 May 1943.

Commander Louis J. Modave, USNR, served as the first Commanding Officer of USS ASHTABULA, assuming command on 7 August 1943. After commissioning, USS ASHTABULA sailed for Norfolk, Virginia, where she conducted anti-aircraft practice and general drills.

On 11 September 1943, USS ASHTABULA sailed in company with USS BARON for Balboa, Canal Zone, via Aruba, B.W.I., arriving at Balboa on 21 September.

ASHTABULA sailed from Panama on 8 October 1943, and arrived in Tutuila, Samoa, on 22 October 1943. ASHTABULA operated as a member of Service Squadron EIGHT in the South Pacific Fleet until 1 December 1943 when she arrived in San Pedro, California. ASHTABULA underwent a Navy Yard availability at the Navy Yard, Terminal Island, California, for routine repairs.

On 1 January 1944, USS ASHTABULA loaded 88,577 barrels of fuel oil, 9,543 barrels of aviation gasoline, and 7,927 barrels of diesel oil, and sailed for Pearl Harbor. She arrived in Pearl Harbor on 8 January 1944 and remained there until 16 January, when she sailed with Task Group 58.1, composed of the carriers ENTERPRISE, YORKTOWN, COWPENS, BELLEAU WOOD, plus OAKLAND, WICHITA, CIMARRON, DORTCH, INGERSOLL, GATLING, HEALY, COGSWELL, CAPTERTON, KNAPP, ELLEN, BRONSON and COTTEN.

On 9 February 1944, ASHTABULA anchored at Roi Island, Kwajalein Lagoon, where she fueled USS MORRIS and USS HOPEWELL. ASHTABULA continued fueling vessels at Roi until 22 February 1944, when she proceeded underway in company with USS RIDDLE to rendezvous with Task Unit 58.4.7. On 1 March 1944, ASHTABULA anchored at Majuro, Marshall Islands, and remained there until 8 March 1944.

ASHTABULA sailed on 10 March 1944 in company with Task Group 50.16 which was composed of USS TAPPAHANNOCK, USS ESCAMBIA, and USS NECHES, escorted by Destroyer Squadron 96. The ships arrived in Espiritu Santo Harbor on 15 March 1944.

USS ASHTABULA remained in Pallikulo and Turtle Bays, Espiritu Santo throughout the remainder of March, and the month of April, where she was utilized for fueling various ships at anchor.

On 3 May 1944, ASHTABULA, in company with Task Unit 34.8.1, composed of the tankers KANKAKEE, NECHES, SUAMICO and TAPPAHANNOCK,

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HISTORY OF USS ASPRO (SS 309)

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USS ASPRO, veteran of seven war patrols sank over 50,000 tons of Japanese shipping in addition to performing daring feats during World War II. More than three months before American forces landed on the Island of Luzon, USS ASPRO ran aground just off shore while trying to fire at two enemy cargo ships. She barely escaped by surfacing with what seemed like half the Japanese air force overhead while several enemy patrol craft were searching frantically nearby.

ASPRO later went inside Tokyo Bay to rescue a pilot who had been shot down. This daring rescue was conducted in broad daylight with Japanese aircraft strafing both the submarine and the pilot's life boat.

ASPRO's varied career began at the Portsmouth, New Hampshire Navy Yard where her keel was laid on 27 December 1942. The submarine was launched on 7 April 1943 with Mrs. William L. Freseman, wife of Commander William L. Freseman, USN, acting as sponsor.

On 31 July 1943, USS ASPRO was commissioned with Lieutenant Commander H. C. Stevenson, USN, as her first commanding officer. The submarine was fitted out at Portsmouth, after which she sailed to New London, Connecticut to conduct trial runs and tests. After all tests were successfully completed, she sailed for Pearl Harbor, T. H. on 17 September 1943. Arriving at Pearl Harbor on 18 October 1943, ASPRO provisioned in preparation for her first war patrol.

On 24 November she turned her bow west once more and sailed for Midway Island where she arrived on 28 November to complete the loading of provisions and fuel. She departed again the same day enroute to her patrol area in the East China Sea around the island of Formosa. On 4 December ASPRO sighted a sampan of about 100 tons and closed to attack with her deck guns. Only one hit was scored before the sampan opened up with small caliber fire and another sampan came up to assist. Apparently outgunned at close range and unable to see the target at long ranges, ASPRO broke off the attack.

On 15 December a convoy of three ships, a tanker in the center of two freighters, with an escorting destroyer escort ahead and astern was sighted. Four torpedoes were fired and a moment later an explosion was heard. Depth charges then came raining down and ASPRO went deep to elude the angry escorts.

On 17 December contact was made on another convoy and ASPRO began an end around to get into position for an attack. The target turned out to be a large convoy of tankers and freighters and at 2225 ASPRO began firing her bow tubes. One minute later the stern

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# HISTORY OF USS ATTU (CVE 102)

The history of USS ATTU (CVE 102) has been typical of all carriers operating under the command of the Pacific Carrier Transport Squadron. Capable of being transformed almost overnight into an operating carrier with her own squadron, she had nevertheless retained her function as transport carrier and performed her job with efficiency.

During the seven and a half month period following her commissioning, USS ATTU ferried 548 aircraft and 1811 passengers to and from the forward areas. She operated in support of the fast carrier strikes during the Iwo Jima and Okinawa operations, ran in regular transport voyage assignment and wound up her war-time career in the "Magic Carpet" operation bringing servicemen back to the United States.

Built by the Kaiser Ship Building Company of Vancouver, Washington, for the Maritime Commission, USS ATTU was acquired by the Navy in 1944. Launched on 27 May 1944, she was sponsored by Mrs. George W. Steele, Wife of Captain George W. Steele, USN.

USS ATTU was placed in commission on 30 June 1944 under the command of Captain Henry F. MacComsey, USN. Her shakedown cruise was in the San Diego, California area.

Following her shakedown cruise, ATTU got underway from San Diego with a load of 74 carrier planes, bound for Pearl Harbor and the South Pacific. She arrived in Pearl Harbor on 13 August, unloaded all but 46 of her planes and set course for Lunga Point, Guadalcanal. Here she unloaded 31 planes, taking the remainder to Espiritu Santo.

After loading 62 duds, the escort carrier proceeded to San Diego for unloading. By 1 October she had received P-38s and P-51s from Alameda, California, and was again ready to deliver the vital replacements to the forward areas. These voyages continued until 16 February, when ATTU was assigned to Task Force 50.

The fast carrier task forces were ranging the Pacific, seeking out the enemy and launching prolonged air raids and surface bombardment against hostile islands. In order to remain at sea for long periods of time, the fleet had to rely upon the service train to supply replacements. Such was ATTU's assignment. She made voyage after voyage, furnishing replacement planes and crews for the Iwo Jima and Okinawa operations.

On 4 June 1945, while the vessel was still engaged in re-provisioning the Task Force, word came that a raging typhoon was due to strike the formation, which consisted of USS DETROIT, tankers, ammunition ships, supply ships, escorts and four escort carriers.



12  
19  
52

#15

HISTORY OF USS AULICK (DD 569)

When USS AULICK (DD 569) was launched at the yards of the Consolidated Steel Corporation, Limited, Orange, Texas on 2 March 1942, it marked the first time since the Civil War that any combatant vessel had been launched on the Gulf of Mexico. She was also the first completed job for the Yard which was constructed in record time.

USS AULICK was begun on 6 October 1940 and on 14 May 1941, her keel was laid. She was sponsored at the launching by Mrs. Thaddeus A. Thomson, wife of Captain Thaddeus A. Thomson, USN, who was acting Commandant, EIGHTH Naval District at the time.

USS AULICK was named to perpetuate the name of DD 258 which was named for Commander John H. Aulick, USN, Commander Aulick was born in Winchester, Virginia in 1787 and died in Washington, D.C. on 27 April 1873.

He was appointed midshipman on 15 November 1809, and was made Commodore on the retired list on 4 April 1867. He served on the ENTERPRISE in her victory over the BOXER on 4 September 1813 and brought the BOXER into port after the engagement. For that action he received thanks and a Silver Medal from Congress. In 1851-1853 he commanded the East India Squadron and prepared the way for the treaty with Japan made by Commodore Perry.

The first ship named in his honor was USS AULICK (DD 258), built by the Bethlehem Steel Company of Quincy, Massachusetts. She was commissioned on 26 July 1919 and transferred to Great Britain on 9 October 1940. There, she was renamed HMS BURNHAM and led a turbulent life in World War II. She weathered two exceptionally furious storms, survived two minor collisions and withstood many submarine attacks while guarding convoys.

USS AULICK (DD 569) was commissioned on 27 October 1942 while alongside the City Dock in Orange, Texas. Lieutenant Commander O. P. Thomas, USN, assumed command as the first commanding officer.

After five weeks of fitting out and trials in the Gulf of Mexico, AULICK sailed to Washington, D. C., arriving on 11 December 1942. There she was inspected by various Bureaus of the Navy Department before sailing again for Casco Bay, Maine for her shakedown training which lasted until 19 January 1943. Upon completion of her training she proceeded to Philadelphia, Pennsylvania, stopping at Boston enroute.

On 23 January 1943 she joined USS DENVER and on the following day the two ships departed for the Panama Canal, passing



#16

X-E 182

# HISTORY OF USS AULT (DD 698)

US

The destroyer USS AULT had a war history filled with action during which she steamed 120,803 miles in sixteen months, including two 80-day stretches at sea. Much of her steaming was done within the combat area of the Japanese home islands with the mighty Task Force 38/58.

Her career began in the Federal Ship Building and Dry Dock Company of Kearny, New Jersey. Named in honor of Commander W. B. Ault, USN, who lost his life while leading the air attacks in the Battle of the Coral Sea, the new destroyer slid down the ways on 26 March 1944. Mrs. W. B. Ault, widow of Commander Ault, christened the ship.

When AULT was launched the officers and men of her crew were in intensive training at Norfolk, Virginia. On 31 May 1944, they were all assembled in New York and USS AULT was placed in commission under the command of Commander Joseph C. Wylie, USN. Also aboard was the Commander, Destroyer Squadron SIXTY-TWO. AULT was to carry the Squadron flag until July of the next year.

After the first rush of outfitting and trial runs in Long Island Sound, AULT headed for Bermuda and her first real training as a fighting ship. Days and nights of firing, drills, schools, battle problems and inspections followed. Pronounced fit, AULT returned to the New York Navy Yard for post-shakedown availability, the completion of outfitting and a final check on engineering and ordnance equipment.

AULT escorted WILKES-BARRE to Trinidad, then, steaming singly, made a quick passage through the Panama Canal and was unexpectedly ordered to San Diego for a final check-up before heading west. At Pearl Harbor and the adjacent waters there were more intensive exercises at sea and availability.

On 18 December, in company with WALDRON, HANK and JOHN W. WEEKS, AULT headed for the forward area to join the Fleet. On Christmas Day the four destroyers stopped at Eniwetok long enough for fuel, and then continued on to Ulithi.

The strategic situation brought the Philippines into focus. Leyte had been secured; the next assault was to be made on the Lingayen Gulf coast of Luzon. All during January 1945, the main naval operations were to support the landings. To that effect, AULT sortied on 30 December 1944 with Task Force 38. A few days later, on 3 January 1945, the first strike against Formosa was made and AULT took part in the carrier operations that were to become so familiar as to be almost routine.





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32

#17

HISTORY OF USS AYLWIN (DD 355)

NE 182

.05

From the sneak attack on Pearl Harbor through the early hit-and-run raids and the final march to victory, USS AYLWIN (DD 355) served her country well, earning 13 Battle Stars during World War II.

Built in the Philadelphia Navy Yard, AYLWIN's keel went down on 23 September 1933. She was launched on 10 July 1934, with Miss Elizabeth M. Farley, daughter of Postmaster General James A. Farley, as sponsor. The ship was placed in full commission on 1 March 1935.

For AYLWIN, the war opened abruptly at 0755 on 7 December 1941, when Japanese torpedoes began crashing into the battleship UTAH. The destroyer was moored in a nest consisting of Destroyer Division TWO, with only one small boiler in use. Half the crew was on liberty, and the only officers on board were five Ensigns the senior of whom had been at sea for only eight months.

Three minutes after the first attack began, the main battery and machine guns aboard AYLWIN opened fire on the enemy planes. At 0800 the boilers were lighted, and at 0845 the entire nest was underway, taking evasive maneuvers. The destroyer MONAGHAN five minutes later rammed a submarine, confirming reports that enemy submarines were operating in the harbor.

As the ships were leaving the entrance buoys, AYLWIN's captain and the other ship's officers made contact, but could not be taken aboard because of the Division Commander's order to maintain speed. The ship then stood out to sea, leaving her officers to board the old destroyer CHEW.

The destroyers soon joined the cruisers DETROIT and ST. LOUIS, and later the entire formation joined ENTERPRISE, a battleship, cruiser and several destroyers, and re-entered Pearl Harbor the next day, stopping in the channel to take aboard the commanding officer, Lieutenant Commander R. H. Rodgers.

After steaming on patrol off Pearl Harbor, AYLWIN got underway on 14 December to screen the aircraft carrier LEXINGTON. The force was soon joined by other cruisers, an oiler and destroyers, and set course for the Marshalls, intending to bomb and shell Wotje Island. News of the attack on Wake Island came through on 20 December however, and the force, now designated Task Force 11, changed course to try to save the small garrison so gallantly holding Wake.

Three days later, though, the force was informed that a large portion of the Japanese Fleet was concentrated just beyond Wake Island. Since the defense of Wake seemed almost hopeless and since the meager fleet left to the United States could not be risked, the force reversed course and returned to Pearl Harbor.



US

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#118

# HISTORY OF USS BABBITT (AC 102) (EX-DD-128)

The destroyer BABBITT, was named in memory of Lieutenant Fitz Henry Babbitt, who was killed in action while engaging the British ships of war ENDYMION and POMONA while serving in the PRESIDENT on 15 January 1815.

USS BABBITT was authorized on 4 March 1917, launched on 30 September 1918, was built by the New York Shipbuilding Company, in Camden, New Jersey. Sponsor at the launching was Miss Florence Babbitt of Northampton, Massachusetts. She was placed in commission on 2 October 1919.

During the early years prior to World War II, BABBITT conducted routine operations with the Atlantic Coastal Fleet, in addition to transporting Midshipmen on their annual training cruise.

In the early part of January 1941, BABBITT, LEARY and SCHENCK went on neutrality patrol in the Yucatan Channel, and in March patrolled Guantanamo Bay, Cuba. During the latter part of May 1941, BABBITT escorted the battleship USS WASHINGTON on her trial runs. In June, they steamed to Newport News, Virginia, and BABBITT then took up patrol between Guantanamo Bay and San Juan.

In October 1941, BABBITT in company with USS LEARY headed North. Their path was to Argentina and then eastward to Reykjavik, where BABBITT commenced escorting convoys of merchant ships loaded with cargoes for Britain. The route of these convoys lay roughly along the Northern shipping lane running between Argentina, Nova Scotia and Reykjavik, Iceland. This route got the nickname of "Hell's Highway", due to the German subs and the sea.

BABBITT returned to Boston on 4 November 1941, where she underwent overhaul, and had radar equipment installed. It was during this period that Lieutenant Commander V. Harvard, Jr., USN, relieved Lieutenant Commander S. L. Purmont, USN, as commanding officer.

The newly overhauled BABBITT left Boston on 12 November 1941, bound for Argentina, and steaming again in company with USS LEARY. They left Argentina on the 17th, joined another convoy, and headed East.

After the Pearl Harbor attack on 7 December 1941, BABBITT received orders to return to the Boston Navy Yard. She departed from the United States on 24 December 1941, and did not return until 8 September 1942. For those nine months, BABBITT escorted Iceland traffic between Iceland and an ocean meeting point, along "Hell's Highway".

HISTORY OF USS BAINBRIDGE (DD 246)

#19

USS BAINBRIDGE, a four-stack destroyer of 1,190 tons displacement, was built by the New York Shipbuilding Corporation of Camden, New Jersey. She was authorized on 6 October 1917 and her keel was laid on 27 May 1919.

The destroyer was named in honor of Commodore William Bainbridge, USN, who was born in Princeton, New Jersey, in 1774 and died in 1833. He was appointed Lieutenant, USN, on 3 August 1798 and attained the rank of Captain on 20 May 1800. Commodore Bainbridge distinguished himself in the War with France. He was ordered to command the frigate PHILADELPHIA in the Tripolitan War and was in command of PHILADELPHIA when she was captured in the harbor of Tripoli on 29 December 1803. He was held prisoner by the Tripolitans until 3 June 1805.

During the war of 1812, Commodore Bainbridge commanded USS CONSTITUTION and engaged and captured the British ship JAVA on 26 December 1812. He was severely wounded in this engagement, and for gallantry he was awarded a gold medal and received the thanks of Congress. He held the position of Navy commissioner from 1824 to 1827.

When USS BAINBRIDGE was launched on 12 June 1920, Miss Juliet Edith Bertram Greene, great-great-granddaughter of Commodore Bainbridge was the official sponsor. She was commissioned on 9 February 1921.

USS BAINBRIDGE performed an outstanding deed of mercy and heroism in the Sea of Marmora on 16 December 1923 when she rescued 482 officers, crew, and passengers from the burning French military transport VINH-LONG. The transport VINH-LONG was making passage from Bizerte to Constantinople, carrying the families of French officers and quantities of ammunition intended for the French battleships. When observed by the officer of the deck in USS BAINBRIDGE that a fire had broken out in the stern of the VINH-LONG and was apparently making considerable headway, USS BAINBRIDGE steamed at full speed toward the burning ship, pulling alongside.

Lieutenant Commander Walter A. Edwards, USN, received the Medal of Honor for heroism in rescuing the 482 men, women and children from the VINH-LONG in the sea of Marmora. The medal was presented by President Coolidge at the White House on 2 February 1924.

USS BAINBRIDGE operated on the East Coast of the United States and around Trinidad and Guantanamo Bay, Cuba, during the early months after the outbreak of World War II.

X-F 182

HISTORY OF USS BALAO (SS 285)

During her World War II career, the submarine USS BALAO made ten war patrols throughout the hostile waters of the Pacific, sinking an estimated 57,000 tons of merchant shipping so desperately needed by the Japanese to supply her far-flung war effort.

The keel for BALAO, first of her class, was laid at the Portsmouth, New Hampshire Navy Yard on 26 June 1942. She was launched on 27 October 1942 and christened by Mrs. Theodore C. Aylward. The new submarine was put in commission on 4 February 1943 and placed under the command of Lieutenant Commander R. H. Crane, USN.

After a six week training period in New London, Connecticut, the new submarine proceeded to Brisbane, Australia, arriving on 10 July. After a brief refit by USS FULTON, she got underway for her first war patrol on the 25th.

The first sortie proved disappointing. BALAO stayed at sea for 51 days with only five enemy contacts, none of which could be developed. She patrolled the Truk - Bismarck shipping lanes until 26 August, when she switched to the Palau - Rabaul route. The patrol ended in Brisbane on 13 September 1943.

The second patrol, beginning on 4 October, gave BALAO her first chance to draw blood. After missing one convoy enroute to Rabaul due to firing at excess range, BALAO joined forces with the submarine SILVERSIDES to ambush a Palau-bound convoy.

The convoy arrived on schedule, and BALAO made contact at dusk, on 22 October. Tracking the convoy from a position ahead, she waited until midnight, when she fired ten torpedoes at three ships which almost overlapped each other.

Six of the deadly missiles hit their targets, sinking one almost immediately and leaving the other two low in the water. Shell fire from an escort forced BALAO to dive and take evasive action before she could press a second attack, and the ensuing depth charging caused her to lose contact with the convoy.

Communications between BALAO and SILVERSIDES then failed, so BALAO could not receive information as to the convoy's whereabouts. It was later learned that SILVERSIDES was credited with sinking three of the seven-ship convoy.

Recalled to Tulagi to replenish fuel and torpedoes, BALAO set out again on 28 October. This half of the patrol was not as successful as the first, with only one attack being made. A convoy of two ships bound for Truk was sighted on 4 November, and six torpedoes were fired with undetermined results. The patrol

HISTORY OF USS BARKER (DD 213)

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For 26 years USS BARKER plied the seven seas, taking the worst pounding the seas could give during 22 years of peacetime duty and absorbing both the ocean's and the enemy's wrath during her wartime service. She cruised to many parts of the Globe while serving in the Battle Fleet, Scouting Fleet, Asiatic Fleet, and the European and Special Service Squadron. BARKER was truly a veteran of the seven seas when the Japanese attack on Pearl Harbor catapulted the United States into World War II.

USS BARKER was built by the William Cramp and Sons Shipyard at Philadelphia. Her keel was laid on 30 April 1919, and she was launched on 11 September of the same year. Mrs. Albert S. Barker, wife of the ship's namesake, Rear Admiral Albert S. Barker, USN, served as sponsor at the launching. The destroyer was commissioned on 27 December 1919.

Rear Admiral Albert S. Barker, USN, was born in Hanson, Massachusetts on 8 March 1845. He was appointed midshipman on 20 October 1859 and advanced subsequently to Rear Admiral on 10 October 1899. He was attached to the USS MISSISSIPPI in 1862, and took part in the bombardment and passage of forts below New Orleans and in the capture of that city. He served in USS MONONGAHELA, taking part in the operations of the West Gulf blockading squadron. During the Spanish American War he commanded USS NEWARK, participating in the bombardment of Santiago on 1 July 1898. He also commanded USS OREGON from 1898 to 1899 on special service in the Pacific. He was Commander in Chief, North Atlantic Fleet from 1903 to 1905. Rear Admiral Barker died in Washington, D. C. on 30 January 1916.

Departing Philadelphia on 19 March 1920, USS BARKER did not see the United States again until 21 June 1925, when she entered port at San Diego, California. While on her five-year voyage she visited Gibraltar, Messina, Sicily; Samsoun, Turkey; Sevastopol, Russia; Pireaus, Greece; Alexandria, Egypt; Jaffa, Syria; Smyrna, Cecilia; Constanza, Roumania; Vamia, Bulgaria; Malta; Tunis; Aden, Arabia; Colombo, Ceylon; Batavia, Java; Singapore; Saigon, China; Cavite, Philippine Islands; Yokohama, Japan; Dalny, Manchuria; Balikpapan, Borneo; Qumaguete, Negros; and Guantanamo Bay, Cuba.

From San Diego, BARKER transitted the Panama Canal and sailed up the East Coast of the United States to New York. For the next two years she participated in routine peacetime maneuvers with the fleet. In 1927 she sailed for Nicaragua where she earned the Second Nicaraguan Campaign Medal for the period from 10 January to 31 January 1927.

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## HISTORY OF USS BARNEY (AG 113) (EX DD 149)

USS BARNEY, an old four-stack destroyer built during World War I, saw extensive duty in World War II as a convoy escort before being converted to a fleet auxiliary.

The ship was built by the William Cramp and Sons Company of Philadelphia, Pennsylvania. Her keel was laid on 26 March 1918, and she was launched on 5 September with Miss Nannie Dornin Barney, great-granddaughter of the ship's namesake, acting as sponsor. BARNEY was commissioned on 14 March 1919.

Commodore Joshua Barney, for whom the ship was named, was a naval hero of the Revolution and the War of 1812. He went to sea at 13, and at 16 was acting captain of a merchantman. At the beginning of the Revolution, he volunteered for service in HORNET and was later transferred to WASP, where he saw his first sea fight.

For his gallantry on this occasion, he was awarded a medal by Congress and commissioned a lieutenant. Captured three times by the British, he escaped each time.

Captured by British privateers in the period preceeding the War of 1812, Barney recaptured his ship and sailed for home with the British prize crew captive. Owing to a disagreement as to precedence, he had refused a commission in the United States Navy in 1794, and served in the French Navy from 1797 until 1800. During this time he had command of a fleet of frigates.

When the war of 1812 opened, Commodore Barney sailed under letters of marque, taking 15 ships in 45 days. Commander of the fleet in Chesapeake Bay, he succeeded in driving off several British attacks until at the land Battle of Bladensburg they opened the way to Washington. He died in 1818.

After a period in reserve between World Wars, USS BARNEY was reactivated on 4 October 1939 to take up neutrality patrol duties. When the United States entered World War II, BARNEY was operating in the Caribbean Sea Frontier, doing escort and anti-submarine work in that vital theater. Her commanding officer during this period was Lieutenant Commander T. F. Conley, USN.

The ship continued in this area, escorting convoys between Trinidad, Guantanamo Bay, Key West and Charleston, South Carolina, until December 1943, commanded successively by Lieutenant Commander L. O. Wood and Lieutenant Herbert D. Sprenger. After a yard period in the Charleston Navy Yard, she was ordered to Argentia, Newfoundland.



#23

182

HISTORY OF USS BARRY (APD 29) (EX DD 248)

U5 The high transport USS BARRY, holder of the Presidential Unit Citation for her anti-submarine action in the North Atlantic, lost the last battle of her 25-year career to a Japanese suicide plane off Okinawa. However, she took two more Kamikaze planes down with her.

USS BARRY, built as a flush-deck, four-stack destroyer in 1920, was patrolling northwest of Okinawa early on 25 May 1945 when the Kamikaze attacked. BARRY's gunners shot down one, but the second crashed into the ship at the waterline. Later, the vessel, although still afloat, was decommissioned as beyond profitable repair.

Immediately after the decommissioning ceremony, BARRY was towed to sea. A few miles out of the Kerama Retto anchorage, a Kamikaze pilot roared in to destroy himself in the sinking hulk of BARRY. This gave the gallant ship a fighting finish.

The ship was named for Commodore John Barry, an Irish-American Revolutionary War naval officer. Commodore Barry volunteered for service with the Navy at the outbreak of hostilities and was put in command of LEXINGTON. With this ship in 1776 he captured EDWARD, the first British naval vessel taken by the Americans.

He then commanded EFFINGHAM, and for a time served in the land forces at Trenton. During this period he took one British ship, but lost EFFINGHAM and, in 1778, RALEIGH also. In 1781 he took our mission to France in ALLIANCE and during his return captured the British ships TREPASSY and ATALANTA. He was wounded in this engagement but made another voyage to France with Lafayette and Noailles. In 1794 he was appointed commodore and built and commanded the frigate UNITED STATES. He died in Philadelphia on 13 September 1803. Commodore Barry was the third Commander in Chief of the United States Navy.

The first BARRY was (DD-2), a torpedo vessel of 592 tons -- only slightly larger than a present day PC -- which completed a circuit of the globe in 1917 to perform escort duty in the Atlantic during World War I.

USS BARRY (DD 248) was built by the New York Ship Building Company of Camden, New Jersey, where her keel was laid on 26 July 1919. Launched on 28 October 1920, she was christened by Mrs. Shelton E. Martin, a great-grandniece of Commodore Barry, who had also christened the first BARRY.

BARRY was placed in commission on 28 December 1920 and placed in the rotating reserve on 20 December 1932. Later reactivated, she was operating in European waters when war broke out.



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### HISTORY OF USS BATFISH (SS 310)

USS BATFISH (SS 310) set the record for U. S. submarines sinking enemy submarines during World War II. She also had the unique experience of being the first U. S. Submarine to hold divine services while submerged in a War Zone. This aggressive submarine compiled her record during the years 1944-1945 when Japanese shipping was hard to find. BATFISH ended the war with a record of 14 vessels sunk and three damaged, for a total of 37,080 tons of enemy shipping sunk.

USS BATFISH's career began on 27 December 1942 when her keel was laid at the Portsmouth Navy Yard, Portsmouth, New Hampshire. At the launching on 5 May 1943, Mrs. Nellie W. Fortier, of Chocorua, New Hampshire and mother of six sons in the Service sponsored USS BATFISH.

Following the Navy's policy of naming submarines for denizens of the sea USS BATFISH was named for the flat pediculate fish common in the West Indies; a truly ferocious looking fish.

Upon commissioning, on 21 August 1943, Lieutenant Commander Wayne R. Merrill, USN, assumed command of BATFISH. Post commissioning shakedown was held around Portsmouth, New Hampshire. During the month of training exercises included in the shakedown cruise, about 66 per cent of the crew had to be qualified in submarines and also learn the war time procedure of submarines. Diving, gunnery and seamanship drills were held daily until the crew proved itself worthy.

In mid-September BATFISH sailed for Newport, Rhode Island, for torpedo exercises. After several days of firing practice which was very successful, BATFISH sailed on for New London, Connecticut, arriving on 26 September 1943. Minor voyage repairs were made and another training period followed in which gunnery drills took priority.

In mid-October, BATFISH stood out enroute to Pearl Harbor via the Panama Canal and arrived there on 19 November. Five days were spent on minor repairs alongside USS GRIFFIN and from 25 November until 11 December she participated in routine, but vigorous, submarine training.

After training exercises at Pearl Harbor BATFISH departed for Midway from where she departed on her first war patrol on 11 December 1943. This patrol was to be south of Honshu, Japan. It was during this patrol that BATFISH established a "first" by holding Divine Services while submerged in a war zone. After sailing through high seas and near typhoon weather, she arrived in her patrol area on 29 December.



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NAVY #25  
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X-E 182 HISTORY OF USS BAYFIELD (APA 33) (EX AP 78)

.05 The attack transport USS BAYFIELD is a conversion from a standard Maritime Commission C-3 hull, and was constructed by the Western Pipe and Steel Company at San Francisco, California, during 1942-43. The keel for USS BAYFIELD was laid on 14 November 1942 and she was launched on 15 February 1943.

USS BAYFIELD was acquired by the U. S. Navy on 30 June 1943 and was commissioned on 20 November 1943. She was named in honor of Bayfield County in the State of Wisconsin, and was sponsored by Mrs. J. E. Schmeltzer.

The conversion to a naval auxiliary was accomplished by the Atlantic Basic Iron Works, Brooklyn, New York. USS BAYFIELD was placed in full commission by the Commandant, Navy Yard, New York as an APA (Attack Transport) and RAGC (Reserve Headquarters Communication Ship).

The physical characteristics of the attack transport BAYFIELD are those of a C-3 hull except for modifications of the superstructure incidental to conversion to a reserve headquarters communication ship. Alterations within the ship provided berthing space for approximately 2000 men.

On 2 December 1943, USS BAYFIELD got underway from the Brooklyn Navy Yard to Hampton Roads, Virginia. While enroute, structural test firing was carried out and general drills were conducted to familiarize the crew with their stations. During trials the ship was directed to the Navy Yard, Norfolk, for further alterations found necessary while undergoing the test. The cruise was completed in the Chesapeake Bay on 21 December.

USS BAYFIELD was assigned to Task Group 20.1 on 22 December for amphibious training. Exercises began on 5 January 1944, and upon successful completion of exercises, BAYFIELD was drydocked at Norfolk for repairs. The work was completed in February 1944, and she was ordered to New York to load troops for overseas destination.

Having been assigned to the European Theater, USS BAYFIELD sailed in Convoy UT 8 for Glasgow, Scotland on 11 February 1944, arriving on the 22nd.

BAYFIELD next sailed to Portsmouth, England to await further orders. She arrived at Plymouth, England on 11 March, and on the 14th, BAYFIELD sailed in convoy to Clyde, England to carry out landing exercises. She departed Clyde on 21 March enroute for Plymouth.



#126

182

HISTORY OF USS BEDFORD VICTORY (AK 231)

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The cargo ship USS BEDFORD VICTORY distinguished herself with an excellent record of service to the Pacific Fleet during World War II by supplying ammunition to the fighting units at Leyte Gulf, Saipan, Guam, Ulithi and Okinawa.

At first named the SS BEDFORD VICTORY, the ship was contracted for by the U. S. Maritime Commission, and was constructed by the Permanente Metals Corporation, Richmond, California. USS BEDFORD VICTORY was one of a group of ten early Victory Ships that the U. S. Navy leased from the Maritime Commission for a series of AK's that were used as an emergency measure in carrying ammunition to the rapidly growing fleet.

It was Fleet Admiral Chester W. Nimitz who referred to the Service Forces afloat as the "secret weapon" which knocked Japanese strategy into a cocked-hat and contributed so much to the elimination of Japan as a sea power and the resultant allied victory. USS BEDFORD VICTORY may proudly claim to have been an integral part of this "secret weapon".

Her keel was laid in August 1944, and she slid down the ways on 30 September of the same year. She was fitted out in record time and was ready for the Navy on 11 November 1944, the date of her first commissioning.

Commander D. A. Durrant, USNR, of Seattle, Washington, assumed command as the ship's first commanding officer.

After the commissioning ceremonies, USS BEDFORD VICTORY departed for the Naval Supply Depot, Oakland, California. First, provisions and equipment were taken aboard at the Supply Depot, which was followed by two days of tests and additional fitting out in the San Francisco Bay Area. Preliminaries completed, BEDFORD VICTORY sailed for San Pedro, California for a short but intensive period of shakedown training.

Upon completion of her shakedown cruise on 27 November, she returned to San Francisco to take on nearly 7,000 tons of miscellaneous ammunition at Port Chicago.

On 15 December 1944, BEDFORD VICTORY sailed from San Francisco and did not return to the U.S.A. for nearly a year. She was in Pearl Harbor during Christmas, and at the old fleet anchorage in Eniwetok during New Year's Day. BEDFORD VICTORY arrived at the Naval Anchorage at Ulithi on 16 January 1945. Ships were anchored there for as far as the eye could see. This was the center of Commander Service Squadron Ten's service units, and the home port of BEDFORD VICTORY for many months.

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### HISTORY OF USS BEGOR (APD 127)

Commissioned in 1945, USS BEGOR operated throughout the Pacific during the rest of the war and the occupation of Japan as a high speed transport.

USS BEGOR was built by the Defoe Ship Building Company of Bay City, Michigan, where her keel was laid on 6 March 1943. The ship was launched on 25 May 1944. Mrs. F. B. Begor, widow of Dr. Fay B. Begor, for whom the ship was named, acted as sponsor.

Dr. Begor was posthumously awarded the Navy Cross for extraordinary heroism and devotion to duty, after he was killed on 9 September 1943 during operations in New Guinea.

BEGOR was placed in commission in New Orleans, Louisiana, on 14 March under the command of Lieutenant Commander Ben T. Brooks, USNR. Until 26 March, the new ship was fitted out and all repairs and minor adjustments were made. Her shakedown off Guantanamo Bay lasted until 18 April, when the ship was ordered to Norfolk, Virginia for amphibious shakedown and training followed by an availability in the Norfolk Navy Yard, Portsmouth, Virginia.

BEGOR got underway from Norfolk on 7 May for the Panama Canal, which she transited on 14 May. Voyage repairs were made in San Diego for two days following the ship's arrival there on 22 May and she was then routed to Pearl Harbor.

Sent to the forward area on 18 June, BEGOR performed escort duty between Eniwetok, Ulithi, Leyte and Okinawa until 4 August, when damage to her port shaft necessitated drydocking in Ulithi. She returned to her patrol and escort assignments on the 7th, touching at Okinawa and Guam before the war ended.

On 19 August, BEGOR embarked Underwater Demolition Team 21 and got underway for the occupation of Japan. The swimmers were to be landed on Futtsu Saki for reconnaissance with BEGOR standing by for fire support, if necessary. The UDT swimmers, commanded by Lieutenant Commander E. P. Clayton, went ashore on 29 August, and accepted the surrender of the two forts guarding the entrance to Tokyo Bay, the first forts to be surrendered to the occupying troops.

-E 182 HISTORY OF USS BELKNAP (APD 34) (EX DD 251, AVD 8)

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The long career of USS BELKNAP began in 1918 when her keel was laid on 16 May by the Bethlehem Ship Building Corporation at Quincy, Massachusetts. Launched on 14 January 1919, she was designated (DD 251) and christened by Miss Georgiana Belknap, granddaughter of Rear Admiral Belknap.

The vessel was named for Rear Admiral George E. Belknap, USN, who distinguished himself during the Civil War. Appointed a midshipman in 1847, he joined the East India Squadron in 1856. During the Civil War he had command of the iron clad CANONICUS, which forced the surrender of Fort Fisher, North Carolina, and then aided in the capture of Charleston, South Carolina.

Upon her commissioning on 28 April 1919, BELKNAP joined the fleet of four-stack destroyers. The ship was inactive for a period before her conversion to a seaplane tender (destroyer). Her patrol planes provided the United States air cover for the mid-Atlantic meeting of President Roosevelt and Prime Minister Churchill in August 1941 from which the Atlantic charter emerged.

Before the war started, BELKNAP was on her way to Reykjavik, Iceland to take station at Skerjafjodur, Iceland, tending patrol planes of Patrol Squadrons 73 and 74. The ship operated as part of Patrol Wing SEVEN, Support Force (Task Force FOUR).

By the President's declaration of 14 September 1941, a "Shooting War" was declared against the Axis.

On 15 September, BELKNAP was trying to run through an area where eight submarines had been reported. The ship was making 22 knots in a heavy following sea and planing like a surfboard. At the end of one of their down-hill runs, the ship took about six feet of green water aft in a pooping sea which washed over the gasoline bowser. The bowser tangled with the port propeller and produced severe vibrations, causing the ship to put into Hvammak, Hvalfjodur, Iceland, where divers from USS IDAHO found two blades badly bent. BELKNAP went alongside VULCAN for repairs, and was assured that the repair job would last until the ship was sent back to the United States. It did exactly that. On the first backing bell when the ship finally reached Newport, Rhode Island, nine months later, the propeller fell off.

Although undercomplemented herself, BELKNAP was ordered to send 15 men ashore every day to assist in constructing a camp at Skerjafjodur. This shore duty was anything but a bed of roses. The men sloshed around in the freezing mud, lived in tents and suffered every inconvenience, including winds which very often approached hurricane force.

132 HISTORY OF USS BENEVOLENCE (AH 13)

Y E 132  
US Built as SS MARINE LION, USS BENEVOLENCE was acquired by the Navy in Mid 1944 to be used as a fast hospital ship in the Pacific theater.

The ship was built by the Sun Ship Building and Dry Dock Company of Chester, Pennsylvania. Acquired on 31 July 1944, she was put in commission on 12 May 1945 under the command of Captain C. C. Lewis, who commanded her throughout the war.

After her shakedown in Chesapeake Bay, BENEVOLENCE got underway on 17 June for the Pacific. Transiting the Panama Canal on 22 June, she was routed to Pearl Harbor and on to Eniwetok, where she took up duties as station hospital ship on 25 July.

On 12 August she left Eniwetok to rendezvous with Task Force 38, to remove casualties. The patients were transferred on the 20th, 21st and 22nd; whereupon BENEVOLENCE was ordered to Japan. She anchored in Sagami Wan, Honshu, Japan on 26 August and moved to Shinagawa Wan, Tokyo the next day, where she began receiving released prisoners of war for screening and treatment or further transfer. Her occupation duty continued until 27 November 1945.

USS BENEVOLENCE was placed out of commission in reserve in 1947, and reactivated in 1950. During her third run off San Francisco, she collided with an outbound freighter, USS MARY LUCKENBACH, sinking almost immediately. Eleven Naval personnel lost their lives.

USS BENEVOLENCE (AH 13) received one Battle Star on the Asiatic-Pacific Area Service Ribbon for the following engagement:

1 Star/THIRD Fleet Operations against Japan -- 12 - 15 August 1945

She earned the Navy Occupation Service Medal for the period 2 September - 27 November 1945.

\* \* \* \* \*

STATISTICS

OVERALL LENGTH	520 feet
BEAM	72 feet
SPEED	18 knots
DISPLACEMENT	11,141 tons

\* \* \* \* \*

Compiled: December 1952

FILE 182  
05

HISTORY OF USS BENSON (DD 421)

When the destroyer USS BENSON reported for decommissioning following the close of World War II, she had compiled an enviable war record.

Although BENSON had participated in six operations for which Battle Stars were awarded, four of them invasions, and covered thousands of miles on convoy duty, not a single BENSON-escorted ship was sunk or damaged through enemy action.

BENSON was built by the Bethlehem Ship Building Corporation of Fore River, Massachusetts. Her keel was laid on 16 May 1938 and she slid down the ways on 15 November 1939. Mrs. William S. Benson, widow of Admiral William S. Benson, for whom the ship was named, served as sponsor.

Admiral Benson was awarded the Distinguished Service Medal for meritorious service during World War I as the first Chief of Naval Operations.

USS BENSON was first commissioned on 25 July 1940, under the command of Lieutenant Commander C. A. Fines, USN. Prior to the entrance of the United States into World War II, she operated off the East Coast and in the Caribbean. Her first cruise under war-time conditions began on 5 May 1941, when she got underway with a neutrality patrol consisting of the battleship TEXAS together with other heavy units searching in the area from Greenland to the Azores for a German raider force which was believed to include BISMARCK. No contacts resulted, however, and on 25 May BENSON put back into the Boston Navy Yard for an overhaul.

BENSON was on convoy duty between Boston and Iceland when war was declared, and remained on that assignment until 29 March 1942 when she escorted a convoy to Londonderry, Ireland. After another overhaul and patrol duty between Boston and Bermuda, she made a convoy voyage to the British Isles, returning to Norfolk, Virginia, for another overhaul on 27 June 1942.

Convoy duty between New York and Panama occupied the ship until August 1942, when she entered the New York Navy Yard for a week's availability. Then she again joined the trans-Atlantic convoys to the British Isles until 24 October when she began exercises off New London, Connecticut and convoy duties to North Africa which lasted until May 1943.

BENSON then began miscellaneous duties in the Mediterranean, including convoy duty between Gibraltar, Algiers and Oran as well as patrol duty off Oran until she got underway with convoy NCS-1 for the landings at Gela, Sicily on 6 July 1943.





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NAVY E182

## HISTORY OF USS BERING STRAIT (AVP 34)

US

The seaplane tender (small) USS BERING STRAIT was constructed by the Lake Washington Shipyard, Houghton, Washington, and was sponsored by Mrs. George F. Cornwall of 2893 N. W. Lurray Terrace, Portland, Oregon, who was nominated by Senator R. C. Holman.

USS BERING STRAIT was named for a Strait off the coast of Alaska. Her keel was laid on 7 June 1943. She was launched on 15 January 1944, and was first commissioned on 19 July 1944.

Commander W. D. Innis, USN, was the first commanding officer of BERING STRAIT.

BERING STRAIT departed on her shakedown cruise on 10 August 1944, and was ready for service on 3 November 1944.

She sailed for Pearl Harbor, Hawaii during the latter part of November, and reported to the Naval Shipyard. She was ready for sea on 30 November 1944.

BERING STRAIT sailed as a member of Task Group 51.20, (the Seaplane Base Group under Captain G. A. McLean) in early 1945, and arrived at Kerama Retto, Nansei Shoto on 28 March 1945.

Commander Seaplane Base Group was composed of USS HAMLIN, ST. GEORGE, CHANDELEUR, YAKUTAT, ONSLOW, SHELIKOF, BERING STRAIT, NORTON SOUND, KENNETH WHITING, SUI SUN, DUXBURY BAY, CASCO, and Patrol Bombing Squadrons, 3, 13, 18, 21, 26, 27, and 208.

BERING STRAIT set out buoys for seaplanes, and conducted sonar searches against possible midget submarines, while anchored off Kerama Retto, Nansei Shoto.

The ship had contact with an enemy aircraft on 31 March and 7 April 1945, but failed to connect with her 5 inch. 38 calibre guns. On 6 May 1945 an enemy plane crash-dived into USS SAINT GEORGE.

BERING STRAIT continued tending Rescue Squadron THREE, and provided maintenance, and repair personnel for the runways, in addition to providing gassing facilities astern for Catalina and Mariner Patrol bombers of all squadrons based in Kerama Retto.

On 21 June 1945, two enemy aircraft were sighted entering the southern part of Geruma Shima. The two planes used the advantage of attacking out of the setting sun, which blinded the gunners.

Both planes retained formation until one nosed over into a shallow suicide dive for the seaplane tender USS CURTISS. The other plane climbed and passed forward of USS CURTISS as the first crash dived into her, just forward of the beam on the starboard side.



HISTORY OF USS BEXAR (APA 239)

The auxiliary attack transport USS BEXAR was constructed by the Oregon Shipbuilding Corporation in Portland, Oregon, on 21 July 1945.

Commissioned approximately two months later, BEXAR was named in honor of Bexar County in the State of Texas.

BEXAR's career began after World War II, when she was assigned duty with the Magic Carpet Fleet. She operated in this capacity, returning veterans of the Pacific campaigns to the United States for discharge.

She served in this capacity from October 1945 to February 1946.

After a brief tour of duty on the West Coast, BEXAR was assigned to "Operation Crossroads" in early 1946, and proceeded to Bikini Atoll for the Atom bomb tests.

In August 1946, BEXAR returned to the United States for deactivation as a result of radio-activity. She was cleared by the Bureau of Medicine and Surgery in January 1947, and stood out for Norfolk via the Panama Canal.

BEXAR spent the whole year of 1947 on duty with the Atlantic Fleet, ranging from Cristobal, Canal Zone to as far north as Argentia, Newfoundland.

In December 1947, BEXAR sailed from Morehead City, North Carolina, for the Mediterranean Sea loaded with Marines to relieve personnel assigned to ships on foreign duty.

USS BEXAR remained active with the U.S. Atlantic Fleet.

\* \* \* \* \*

STATISTICS

DISPLACEMENT	14,837 tons
OVERALL LENGTH	455 feet
SPEED	62 feet
BEAM	17 knots

\* \* \* \* \*

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EE182 HISTORY OF USS BIVIN (DE 536)

US

The destroyer escort USS BIVIN was named in honor of Vernard Bivin, Seaman First Class, USN, of Greenville, Kentucky. While serving on USS SALT LAKE CITY in the South Pacific, Bivin was mortally wounded during the Battle of Cape Esperance on 11-12 October 1942. He bravely carried on at his battle station as a gun pointer until a lull in the action permitted him to be relieved. He was posthumously awarded the Navy Cross.

USS BIVIN was built by the Boston Navy Yard, Boston, Massachusetts, where her keel was laid on 3 November 1943. Mrs. Ella Florence Bivin, mother of Seaman Bivin, christened the ship at the launching ceremony on 7 December 1943.

Commissioned on 31 October 1944 at the Boston Navy Yard, the ship's first commanding officer was Lieutenant Commander Monroe Kelly, USN. One of the last destroyer escorts finished, USS BIVIN suffered during her fitting out period from the low priority assigned DE's at that point in the war, and was not ready for sea until 22 December 1944.

The ship sailed for her shakedown cruise to Bermuda and arrived there on Christmas Eve. There followed a month of intensive training including tactical, anti-submarine, radar, gunnery, engineering and damage control exercises. Shakedown exercises were brought to an early and unexpectedly sudden termination when secret orders delivered to the ship, on the night of 19 January 1945, assigned her to a life guard station in the Atlantic protecting the air traffic to the Yalta Conference.

The secrecy of this operational job before its nature was explained encouraged much speculation and it was only after publication of the accounts of the Yalta negotiations that BIVIN realized the supporting role she had played. After three days on this duty, BIVIN was relieved by USS FRANK KNOX and proceeded to Boston, for post-shakedown overhaul and final preparations for duty with the Pacific Fleet.

On 12 February 1945, BIVIN left Boston for her month and a half voyage to the Western Pacific, broken by a week spent in Panama while ordnance alterations were accomplished. While there, the executive officer, Lieutenant Commander W. C. French, USNR, assumed command when Lieutenant Commander Kelly was hospitalized.

The ship took departure on 17 February without Lieutenant Commander Kelly and headed west. The equator was crossed on the next day and brief fueling and provisioning stops were made two days later at the Galapagos and at Bora Bora Islands on 4 March during the festival season. BIVIN finally arrived in the forward area on 20 March 1945 when she made port at Manus in the Admiralty Island Group where a large United States base was being developed.



YE 182  
-US

USS BLESSMAN, one of the small fighting ships of the U.S. Navy during World War II, showed a large measure of spirit and courage. After a Japanese plane had dropped a bomb which exploded in her mess hall where a tired and weary crew were lounging, reading, or writing letters home, the ship was declared too far gone for repair. Yet, with determination and skill, BLESSMAN's crew brushed aside disaster, rolled up its sleeves, and made the experts change their minds.

USS BLESSMAN was built by the Bethlehem-Hingham Shipbuilding Yards in Hingham, Massachusetts. She was commissioned a Destroyer Escort, DE-69 at the builder's yards on 19 September 1943 with Lieutenant Commander Joseph A. Gillia, USNR, as her first commanding officer.

At the launching ceremonies on 19 June 1943, Mrs. Helen Malloy wife of the ship's namesake, served as sponsor. Mrs. Blessman's husband, the late Lieutenant Edward Martin Blessman, USN, had given his life to his country and his name to this vessel. He was killed in action while serving in USS MARBLEHEAD in the Battle of the Java Sea.

After fitting out at the Boston Navy Yard BLESSMAN sailed on her shakedown cruise. Days of gunnery, anti-submarine, engineering, and seamanship drills were necessary to transform her unskilled crew into an efficient fighting unit. This grueling operation was concluded on 5 November when a departure inspection was held by the unit commander.

The next few months found BLESSMAN on long, dreary convoy voyages between New York and the United Kingdom. Four such voyages passed without incident and as the fifth cruise began, it appeared that this one would be no different. However, on 27 May she arrived in Belfast Harbor where a large part of the United Nations naval power was anchored, awaiting orders to sortie for the long-awaited conquest of Western Europe.

On 3 June 1944, BLESSMAN departed Belfast for the beachhead at Baie de la Seine, France, as part of the bombardment group of the European Assault Force. As the task force entered the English Channel it was met by the heavy weather which later turned them back and postponed the landings a day. Twelve hours later, General Eisenhower gave the "go ahead signal" and all ships turned their bows toward France once again. Off Portsmouth, BLESSMAN was assigned to screen USS ANCON, which had embarked the commanding generals and admirals who were directing the invasion, and proceeded to the Normandy beaches. The surrounding channel waters swarmed with the thousands of ships, large and small, which were carrying the men of the allied forces, while above, literally thousands of aircraft could be seen on their way to soften up the enemy-held beaches.

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HISTORY OF USS BOARFISH (SS 327)

After four Pacific war patrols during World War II, USS BOARFISH continued active with the fleet, making several experimental cruises including one under the ice of the Bering Strait along the Siberian coast. The submarine was then transferred, along with BLUEBACK, CHUB and BRILL to the Star and Halfmoon ensign of Turkey.

The keel of USS BOARFISH was laid in the yards of the Electric Boat Company of Groton, Connecticut on 12 August 1943. The submarine was launched on 21 May 1944, and christened by Miss Barbara Walsh, daughter of Senator Walsh of New Jersey. BOARFISH was commissioned at the Submarine Base, New London, Connecticut on 23 September 1944, and was assigned to Submarine Squadron 30. Her first commanding officer was Commander R. L. Gross, USN.

BOARFISH departed New London on 29 October 1944, and, after training exercises at Panama, arrived in Pearl Harbor on 2 December. The submarine refueled and provisioned in Saipan and on 5 January 1945 departed for the South China Sea to conduct her first war patrol off the coast of French Indo China.

Her first attack came in the early morning of 21 January when she made a night surface radar attack on a convoy of five or six small ships. BOARFISH attacked three times over a period of three hours, firing 16 torpedoes, each of which apparently ran under the targets. The attack finally had to be broken off when daylight appeared, and contact was not regained.

Ten days later BOARFISH again attacked a convoy of two escorted 6500-ton cargo ships. Gunfire from the escorts drove her off during her first attempt, but an attack at periscope depth produced hits in each of the merchantmen. As the submarine began evasive actions, one of the targets was seen sinking and the other was headed for the beach. After a minor depth charge attack, BOARFISH tried unsuccessfully to close the beached ship to insure destruction. Thirty-six hours later the ship was still burning furiously and the attack was abandoned as it was plain that the Japanese would not be using her again.

BOARFISH returned to Fremantle, Australia on 15 February 1945, returning an aviator previously rescued by CHARR. The Combat Submarine Insignia was awarded for a successful war patrol.

The submarine's second foray began on 11 March 1945, when she departed Fremantle for her patrol area off the coast of French Indo China. Only two convoys were contacted, and alert escorts foiled attacks on both. During her patrol, BOARFISH carried out two reconnaissance missions along the east coast of French Indo China. The patrol ended in Subic Bay, Luzon on 21 April.



## HISTORY OF USS CHEPACHET (AO 78)

Armies travel on their stomachs, but navies travel on fuel oil. The mobility requirements of modern warfare depends upon ensuring mobility by having fuel in the right place at the right time.

Providing the means of mobile warfare is the job of the Navy's oilers. USS CHEPACHET was one of the ships providing sea-going fueling stations in both the Atlantic and Pacific during World War II.

Built by the Sun Ship Building and Dry Dock Company, of Chester, Pennsylvania, as Maritime Commission Hull 340, CHEPACHET was acquired by the Navy and commissioned on 27 April 1943. Her first commanding officer was Lieutenant Commander H. R. Adams, USNR.

CHEPACHET operated off the Atlantic coast until 15 June 1943 when she made a voyage to Aruba, a Dutch island off Venezuela. Here she loaded fuel and diesel oil for transportation to the U.S.A.

Her next voyage was to Galveston, Texas, from Hampton Roads, Virginia. She again filled her tanks with fuel and diesel oil, returning to Norfolk, Virginia on 23 July 1943.

An Atlantic crossing was next on CHEPACHET's schedule, as she served as oiler for Task Force 64, accompanying a convoy bound for Casablanca, Morocco. The Force arrived on 13 August, and CHEPACHET discharged her cargo. During the return voyage, the ship developed engine trouble, which first caused her to drop steadily behind the convoy, and 'finally' to head back to Casablanca.

However, shortly after CHEPACHET reversed course, the engines tested satisfactorily, and she rejoined the convoy 24 hours later. The engines gave no further trouble, and CHEPACHET arrived in Hampton Roads on 5 September. She then reported to the Norfolk Navy Yard for engine repair and general overhaul, including guns and the installation of additional radar equipment.

After her yard period, tests and further repairs, CHEPACHET again joined a Casablanca-bound convoy on 15 October 1943, serving as oiler for Task Force 66. On the return voyage the ship was diverted to Bermuda, to practice fueling exercises with newly-commissioned destroyers and destroyer escorts in the shakedown area established there. She remained in this area for three days before reporting back to Norfolk for further assignment.

On 8 December, CHEPACHET weighed anchor and got underway for Houston, Texas, returning to Hampton Roads on Christmas Eve. Early in January 1944, she again made a voyage to Casablanca as oiler for Task Force 61 on convoy escort duty.

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## HISTORY OF USS DENNIS (DE 405)

The destroyer escort USS DENNIS (DE 405) was commissioned at Houston, Texas, on 20 March 1944, under the command of Lieutenant Commander Sigurd Hansen, USNR. USS DENNIS was constructed by the Brown Shipbuilding Company, Houston, Texas. Her keel was laid on 15 September 1943, and was launched on 4 December 1943.

DENNIS was of the Westinghouse Geared Turbine Type and was among the first destroyer escorts to carry five-inch guns. She was named after Otis Lee Dennis, a navy aviation radioman, who valiantly gave his life in February, 1942 during the initial attack on Kwajalein Atoll. USS DENNIS was sponsored by Dennis' mother, Mrs. John L. Dennis of 110-8th st., Fowler, Colorado.

After a brief fitting out period in Houston and Galveston, Texas, USS DENNIS underwent a shakedown training cruise to Bermuda, B.W.I., and proceeded to the Pacific by way of Boston, Norfolk, the Panama Canal and San Diego, with her sister ship, USS EVERSOLE (DE 404).

In June 1944, DENNIS reported for assignment and duty to Commander Destroyers, Pacific Fleet at Pearl Harbor, Oahu. During July and August, she convoyed ships to Kwajalein, Majuro, and Eniwetok, in the Marshall Islands and finally to Manus Island, Admiralty Islands, where, on 13 August 1944, she reported to Commander, Escort Carriers, Pacific for duty in the carrier screen. It was during this period that USS DENNIS had her first experience of things to come when, in acting as an escort for USS BELLEAU WOOD, she recovered the three-man crew of a crashed carrier plane.

After a month of routine upkeep and training at Manus, DENNIS departed on her first invasion operation as a part of the escort carrier screen for the Air Support Group in the invasion of Morotai Island. This operation was the only one in which Escort Division Sixty-Three acted as a unit under aegis of the Division Commander. USS DENNIS had no direct contact with enemy forces, although, after her detachment for return to Manus, USS SHELTON of her division was torpedoed and sunk by an enemy submarine.

In early October, USS DENNIS was assigned to the escort screen for the Northern Air Support Group covering the initial landings on Leyte Island, Philippine Islands. No enemy contact was made by the ships of the Air Support Group until 25 October 1944, when the main Japanese Central Battle Force composed of four battleships, eight cruisers and twelve destroyers, which had transited San Bernardino Straits, was sighted fifteen miles from the carrier group in the direction of Samar Island.



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# HISTORY OF USS ENDICOTT (DMS 35) (EX DD 495)

From North Africa to Korea, USS ENDICOTT has served her country through World War II and the Korean conflict as a destroyer and later as a high speed minesweeper.

The ship was built by the Seattle-Tacoma Shipbuilding Corporation at Seattle, Washington. Her keel was laid on 1 May 1941 and she slid down the ways on 5 April 1942. Miss Bettie Louise Rankin, daughter of Captain J. W. Rankin, USN, christened the new destroyer.

Placed in commission as DD 495 on 25 February 1943, she was first placed under the command of Lieutenant Commander W. S. Heald, USN.

The destroyer was named for Samuel Endicott, who entered the Naval Service on board the U. S. Schooner ENTERPRISE as a Quarter Gunner, on 4 April 1803. He volunteered and took part in the expedition under Lieutenant Decatur, Jr., commanding the U. S. Ketch INTREPID, which entered the harbor of Tripoli, on 16 February 1804, and destroyed the former U. S. Frigate PHILADELPHIA.

Sea trials followed in the Puget Sound Area, and then shake-down off San Diego. Before the shakedown had ended, ENDICOTT had rescued a pilot from the water.

The new destroyer was ordered to join the Atlantic Fleet and proceeded to Brooklyn, New York, via the Panama Canal. During her first year she escorted two convoys to Africa and one each to Ireland, Panama and Trinidad. Her ports of call included Casablanca; Londonderry, North Ireland; Portland, Maine; Port Arthur; Brooklyn; Norfolk and Port of Spain, where ENDICOTT celebrated her first birthday.

Rommel's desert troops had been beaten in Africa. Big plans were developing for the European invasion, and ENDICOTT was included in them. She soon sailed for Plymouth, England in company in Company with the battleships NEVADA and ARKANSAS and the heavy cruiser TUSCALOOSA.

After weeks of invasion rehearsals, the ship got a tough break. At about 0400 on the morning of 24 May, while escorting a large convoy of merchant ships and transports, ENDICOTT collided with SS EXHIBITOR, an American Export Lines freighter. The opening of the second front came and passed while ENDICOTT was undergoing repairs at Cardiff, South Wales and later in Londonderry.

ENDICOTT rejoined the fleet off Cherbourg on 12 July 1944. On 17 July Lieutenant Commander J. D. Buckley relieved Commander Heald as commanding officer. The ship was then busy 'convoying' again -- escorting LSTs and LCIs past Gibraltar into the Mediterranean. The buildup for the invasion of Southern France was underway.

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HISTORY OF USS FLICKER (AMS 9) (EX YMS 219)

Built in 1943 as YMS 219, USS FLICKER earned four Battle Stars for her Pacific Area action during World War II.

The minesweeper was built by the J. M. Martinac Ship Building Corporation of Tacoma, Washington, where her keel was laid on 23 October 1942. Launched on 23 January 1943, YMS 219 was put in commission on 26 July 1943.

Under the command of Lieutenant P. E. Fertig, USNR, the ship reached the forward area in late September 1944. On 21 November, she got underway from Manus to participate in the Leyte Gulf landings.

After this duty, she proceeded to Mindoro Island, sweeping Pandarochan Bay on the southern end of the island. The minesweeper again went into action on 6 January, when she streamed her gear in Lingayen Gulf under enemy fire. She continued in the Philippines until 4 February 1945, sweeping mines to clear the way for the Subic Bay landings.

Okinawa was her next assignment, and the YMS arrived there on 24 March. After months of sweeping and patrol duty, YMS 219 left Okinawa for Saipan on 11 May 1945, for availability. Lieutenant Fertig was relieved at this time as commanding officer by Lieutenant (jg) T.P. Bouzeos, USNR.

Following the availability, the minesweeper made one voyage to Okinawa and then returned to Seattle, Washington for a major overhaul. She was still undergoing repairs at the Bellingham Iron Works, Bellingham, Washington, when World War II ended.

The minesweeper was placed out of commission in reserve and redesignated USS FLICKER (AMS 9) by directives of February 1947, FLICKER was reactivated in October 1950, and, as of November 1952, was assigned to the U. S. Pacific Fleet.

USS YMS 219 earned four Battle Stars on the Asiatic-Pacific Area Service Medal for participating in the following operations:

- 1 Star/Leyte Landings -- 10 October - 29 November 1944
- 1 Star/Mindoro Landings -- 12 - 18 December 1944
- Lingayen Gulf Landings -- 4 - 18 January 1945
- 1 Star/Zambales - Subic Bay -- 29 - 31 January 1945
- 1 Star/Assault and Occupation of Okinawa Gunto -- 25 March - 21 June 1945

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# HISTORY OF USS GULL (AMS 16) (EX YMS 324)

A veteran of the last year of World War II, USS GULL weathered four invasions and swept 127 mines during her Pacific duty, and was commended for service in the Korean conflict.

YMS 324 was built by the Al Larson Boat Shop at Terminal Island, California. Her keel was laid on 3 June 1943 and the launching took place on 14 October 1943. The all wooden ship was placed in full commission on 28 February 1944. Lieutenant B. F. Silvers assumed command.

Her first voyage was to San Diego where she received her allotment of sweeping gear and final repairs before being ready for duty. The next four months were spent in sweeping the channel entrance into San Diego harbor and in getting acquainted with all the gear.

YMS 324 then went back to Terminal Island and from there left for the forward area on 20 June 1944. After a short layover at Pearl Harbor, she set sail for the Russell Islands, where she spent a few weeks in brushing up on her sweeping technique.

Upon leaving the Russells, the ship proceeded to Guadalcanal and there joined a task force for the invasion of Peleliu. At Peleliu on 14 September the day before the landings she swept her first mine, a Japanese moored contact mine.

The days were now monotonous in their similarity -- sweep all day and maintain a constant listening watch for submarines all night. By the end of September, she had raised her total of mines to 63.

She continued her work and traveled from Palau to Ulithi, where she swelled the total of "hash marks" painted on the bridge denoting mines swept. During her stay in Ulithi, she rode out two typhoons in the traditional style of a YMS, rough, but right side up.

The middle of October found her in the Ngulu Islands sweeping the passage to the lagoon, in preparation for the imminent invasion.

A Japanese swimmer was picked up off these islands one dark night. He tried suicide by cutting his throat, but succeeded only in wounding himself. He was transferred to a DMS. YMS 324 also received her first hostile fire here when the shore batteries opened up. No damage was sustained.

On 27 March 1945 YMS 324 found herself sweeping off Okinawa. The method had not changed; it was still sweep all day and listen all night. She was again rewarded with a little close contact

HISTORY OF USS HILO (AGP-2)

USS HILO was originally a yacht built for a Mr. Johnson by the Bath Iron Works in 1931 and christened the "CAROLINE". In 1938, William B. Leeds, son of the "Tin Plate King", purchased her and renamed her the "MOANA". The yacht was sold to the Navy in 1941 for \$275,000. On 11 June 1942, she was commissioned USS HILO (PG-58), having been converted at the Craig Shipbuilding Company, Long Beach, California. She was fitted out as a Motor Torpedo Boat tender although she was originally intended as a gun boat. Her original crew consisted of nine officers and ninety-six men. Seventy-five percent of the crew were Pearl Harbor survivors and formed a good nucleus for an efficient ship's company. Commander Frank A. Monroe, USN assumed command as the ship's first commanding officer.

USS HILO was originally assigned to the Panama Sea Frontier to tend MTB Squadron Two. However, forty-eight hours prior to sailing, her orders were changed to report to the Hawaiian Sea Frontier. On the 19th of June she stood out for San Diego to load provisions, fuel and make repairs. On 28 June 1942 she sailed for Pearl Harbor and arrived at the Torpedo Boat Base, Pearl City on 5 July 1942.

She received her first assignment on the same day when she was ordered to proceed to Palmyra to tend Motor Torpedo Boats 21, 23, 25, and 26. The next ten days she was busy loading fuel, provisions and torpedo boat spare parts. The squadron commander and a small base force moved aboard and on the 15th, in company with four PT boats, she departed for Palmyra, arriving on the 22nd. She remained there until the 28th, participating in weekly battle problems. No patrols were attempted as the seas were very choppy.

Arriving back at Pearl Harbor again on 4 October 1942, USS HILO was assigned twelve days availability. During this period her radar equipment was installed and fifty caliber machine guns were exchanged for 20 millimeter anti-aircraft guns.

Upon completion of all repairs, HILO loaded fuel and provisions and was detached from the Hawaiian Sea Frontier. She loaded passengers for Canton Islands and proceeded to Palmyra where she was to load aboard all equipment of Motor Torpedo Boat Division TWO. After disembarking passengers at Canton, the ship set course for Funa Futi, Ellice Islands and reported to Commander Southwest Pacific for duty.

On 29 October USS HILO was met off Canton Islands by an Army tug which took off the passengers. HILO then sailed on in company with four boats of Motor Torpedo Division TWO. Landfall was made on Funa Futi on the morning of 2 November.

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# HISTORY OF USS JOHN D. FORD (AG 119)

One of the gallant old destroyers which bore the brunt of the Japanese offensive during the early days of World War II, USS JOHN D. FORD fought a fierce rear guard action as the Allies fell back toward Australia in early 1942.

Named for Rear Admiral John Donaldson Ford, who distinguished himself during the Spanish-American War, USS FORD (DD 228), as she was then designated, was built by William Cramp and Sons of Philadelphia, Pennsylvania. Her keel was laid on 11 November 1919, and she was commissioned on 30 December 1920. Her sponsor was Miss F. Faith Ford, daughter of Rear Admiral Ford.

USS FORD's name was changed to USS JOHN D. FORD on 17 November 1921.

USS JOHN D. FORD, with Lieutenant Commander J. E. Cooper in command, was in Philippine waters when World War II exploded into being at Pearl Harbor. It was not long before the Japanese were knocking on Manila's front door.

To oppose the Japanese advance, the Allies had only a few cruisers, destroyers and smaller craft. Plane cover was practically nonexistent. But someone had to harass the enemy, delaying his advance, fighting for time, and FORD was one of the few available.

A surprise torpedo attack on Japanese snipping at Balikpapan, Borneo, was planned for the early morning of 24 January 1942. FORD, in company with the U.S. destroyers POPE, PARROTT and PAUL JONES, with FORD leading the column, proceeded northward from Postillion Islands.

The enemy was sighted at 0245, when a ship challenged the formation by blinker light. They ignored his challenge and changed course to head directly for him and the merchant ships anchored in the center of the formation. Making 27 knots, they closed until 0331, when POPE opened fire with illuminating projectiles.

The Japanese were caught completely by surprise, and never did realize what was happening. A division of Japanese destroyers was on patrol, and the merchantmen evidently mistook the American ships for their own. Only one opened fire, hitting FORD with a minor caliber shell.

The formation continued at high speed through the Japanese shipping, searching for ships large enough to warrant torpedoing. FORD's first target was a medium-sized merchantman on which nine

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## HISTORY OF USS KITE (AMS 22)

Streaming her minesweeping gear in operations from Iwo Jima to Korea, USS KITE (AMS 22) helped to clear the sea lanes for the victorious Allied march to victory in 1945.

USS KITE was built by the Weaver Shipyards of Orange, Texas. Her keel was laid on 31 January 1943 and she was launched on 17 February 1944. The ship was placed in commission as YMS 374 on 31 May 1944 and Lieutenant (jg) Robert A. Harris assumed command. During the following week, preliminary fitting out was accomplished by the Weaver Shipyards.

YMS 374 then departed for Little Creek, Virginia, via New Orleans, for her shakedown cruise. From 26 June through 21 July 1944 she carried out emergency drills, night formation steaming, magnetic, acoustic and moored minesweeping, fueling at sea, anti-submarine warfare, radar plotting and gunnery drills.

After her departure inspection, the mine sweeper got underway for Boston, Massachusetts. Here she spent two months in sweeping operations in Massachusetts Bay. On 18 September 1944 orders were received for ten day availability prior to sailing for the war zone. The availability was granted at Chelsea Annex, Boston Navy Yard, and YMS 374 departed from the yard on 30 September. She arrived in San Diego, California on 1 November and was routed to Pearl Harbor.

The period from 18 November 1944 to 22 January 1945 was spent in Hawaii waters receiving availability together with 25 days training in formation sweeping and maneuvers. When she was considered ready, YMS 374 departed from Pearl Harbor in Task Unit 51.15.5 as an escort for LST Flotilla 21 for Saipan.

Saipan was just a stop on the way to Iwo Jima for the pre-invasion sweeps. Arriving two days before the first landing, the unit began its sweep at 0700 on 17 February. Driven off by heavy hostile gunfire an hour later, the group returned the same morning to complete the sweep. For the next week the ship engaged in anti-submarine patrols, escort duty and laying smoke screens. Departure from Iwo Jima came on 24 February when she got underway for Leyte, Philippine Islands.

YMS 374 spent a week in San Pedro Bay awaiting orders, which arrived on 15 March. From Leyte, the ship proceeded to Ulithi and Saipan where she established her base of operations through 15 August 1945. Her duty here included submarine escort vessel, convoy escort, anti-submarine patrols, aircraft rescue ship for B-29s and a ten day special assignment as a surface vessel operating with submarines in training around Guam.



USS LCI(G) 580 was built by the New Jersey Ship Building Company of Barber, New Jersey. Her keel was laid on 24 February 1944 and she was launched on 21 March 1944. Commissioned on 28 March 1944, she was fitted out at Pier 42 in New York City from 28 March until 3 April.

Her shakedown cruise took only from 9 April to 16 April, after which she was converted to an LCI(G) from and LCI(L) at the Navy Yard, Norfolk, Virginia from 17 April to the 25th. She test-fired her rockets at Solomons, Maryland on 27 and 28 April then sailed for Key West, Florida on 12 May. She departed Key West on 19 May and arrived at the Panama Canal on the 24th. On 26 May she transitted the Canal and set course for San Diego, California arriving on 8 June 1944.

On 14 June LCI(G) 580 sailed for Pearl Harbor where she arrived on 24 June to undergo an availability until 9 July. Practice maneuvers at Maui, T. H. followed prior to her sailing for Eniwetok on 11 September. She arrived there on the 26th, and sailed on for Manus, arriving there on 4 October 1944. On 11 October she stood out for Leyte where she participated in the initial invasion on 20 October 1944.

On that day, she was strafed by a Japanese plane which killed one of her most cherished crewmembers, George C. Thomas, Gunner's Mate Second Class. Eight other men were wounded on the same attack. Thomas was one of the veterans aboard who had been through the New Guinea campaign and had participated in the early Pacific amphibious operations. He had also acted as Senior Shell back at the initiation when the ship had crossed the equator.

Though replacing nine men on gun crews was no cinch, three of the wounded felt able to resume their post and requested permission, which was granted. Still six short, the cooks, black gang and damage control men all volunteered to fill the gaps. The executive officer, Ensign Thomas L. Kahn, USNR, was a gunner's mate third class less than a year before, and requested permission to take over the number 2 gun where Thomas had been captain. The request was also granted.

Therefore the assault beach was made "as advertised", her rockets going off furiously and precisely. Some near misses by Japanese mortar fire caused some anxious moments though no one else was injured.

Four days later, on 24 October LCI(G) 580 sailed from Leyte enroute to Hollandia, arriving there on 30 October 1944. On 7 November Admiral Conolly came aboard and presented 3 Purple Hearts to the men wounded at Leyte. The ship departed the same day

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Group

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## HISTORY OF USS LE HARDY (DE 20)

Built by the Mare Island California Navy Yard, USS LE HARDY was constructed for the British Navy as the BDE-20. She was launched on 21 November 1942 with Mrs. Bert A. Barr as sponsor. When orders came through to retain the BDE-20, the name "LE HARDY" was assigned after Lieutenant Commander Marcel Le Hardy, USN.

Lieutenant Commander Le Hardy was born in Savannah, Georgia on 18 February 1905 and was killed in enemy action in the Battle of the Solomon Islands on 13 November 1942.

He was appointed Midshipman from Georgia on 19 July and was commissioned Ensign on 3 June 1926, and subsequently advance to Lieutenant Commander on 1 April 1941.

Lieutenant Commander Le Hardy was awarded the Navy Cross with the following citation:

"For extraordinary heroism in the line of his profession during action with enemy forces on the night of November 12-13, on which occasion the force to which he was attached engaged at close quarters and defeated a superior enemy force. His daring and determination contributed materially to the victory which prevented the enemy from accomplishing their purposes."

USS LE HARDY (DE 20) was commissioned on 15 May 1943. She sailed to San Diego for a month's shakedown cruise and was welcomed there by Admiral Braisted and Mrs. Marcel Le Hardy, widow of Lieutenant Commander Le Hardy. Upon completion of the shakedown, the DE-20 returned to San Francisco for post shakedown availability.

LE HARDY's first duty was on the "pineapple run" between San Francisco and Pearl Harbor, escorting transports and supply ships. In October 1943, she was ordered to remain in the Hawaiian area for vigorous training exercises. Simulated air attacks and shore bombardments were the order of the day.

A few weeks later found the LE HARDY underway from Pearl Harbor as part of an escort screen for twelve Navy transports loaded with garrison forces for the Gilbert Islands invasion. She crossed the Equator on 21 November 1943 and all hands were initiated into the solemn Mysteries of the Deep in a riotous ceremony, though it was interrupted temporarily by a call to Battle Stations when "bogies" were reported approaching.

The group arrived off Tarawa on 21 November to find a hot, muggy day. The smoke and dust was still thick in the air from the



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A-E 182

# HISTORY OF USS LST-799

US

USS LST 799 was one of a class of ships too numerous to rate names, but as a member of the THIRD, FIFTH and SEVENTH Fleets, she contributed her bit towards the defeat of Japan, and now as a member of the NINTH Fleet she is helping to preserve the peace.

Built by the Jeffersonville Boat and Machine Company, Jeffersonville, Indiana, she was sponsored by Miss Mary R. Whalen of 1965 Payne Street, Louisville, Kentucky. LST-799 was launched on 3 October 1944, and commissioned on 28 October 1944.

LST 799 first got underway from Jeffersonville on 21 October 1944. Her first voyage was down the Ohio and Mississippi Rivers to New Orleans, Louisiana. She was put into full commission there under the command of Lieutenant Daneil C. Millett, USNR.

After a shakedown cruise to Panama City, Florida, she returned to New Orleans, where LCT 1410 was loaded on her main deck. From New Orleans she sailed to Gulfport, Mississippi, where she loaded her tank deck with construction equipment. On 29 November she sailed for Balboa, Canal Zone. After transitting the Canal orders were received to proceed to San Diego, California. On her way there she underwent her first storm in the Gulf of Tehuantepec. However, she reached San Diego safely and remained there through Christmas and New Years. On 2 January she stood out for San Francisco, arriving on the 4th.

Remaining at San Francisco for over a month, during which time her tank deck cargo was removed and 1100 tons of ammunition were put aboard, she sailed on 13 February enroute to Pearl Harbor, T.H. At Pearl Harbor she joined a convoy and proceeded by way of Eniwetok and Saipan to Okinawa. She arrived there on 2 April, one day after the initial landings, and was sent to anchor in the Kerama Islands, about 20 miles west of Okinawa, which had been occupied a few days earlier. There she received her baptism of fire, when a "Tony", single engined Jap fighter, came over early on 3 April. The plane was hit, but managed to make a suicide dive into an LST anchored about a mile away. Nobody was injured aboard the other ship, but a fire had started in tank deck cargo, and "799" sent over a fire-and-rescue party to help combat the blaze. After two hours the fire was extinguished and the party returned aboard.

A few days later "799" departed Kerama Retto for the main beaches, in the Hagushi Area of Okinawa, and was on the beach during the heavy air attacks of 6 and 7 April. It was the aim of the Japanese on these days to send in a swarm of suicide planes to pin down our airplanes and cripple the fleet, while the new battleship YAMATO was to come down from Japan, leading a task



HISTORY OF USS MANNERT L. ABELE (DD 733)

Although she was only in commission eight months before being sunk by Kamikaze attacks off Okinawa, USS MANNERT L. ABELE (DD 733), fought proudly against her country's enemies in two major campaigns.

Commissioned on 4 July 1944, ABELE was built by the Bath Iron Works, Bath, Maine. Her keel was laid on 9 December 1943, and her launching date was 23 April 1944. She was authorized by an Act of Congress on 9 July 1942.

Named in honor of Lieutenant Commander Mannert L. Abele, USN, holder of the Navy Cross, Purple Heart, American Defense Medal with Fleet Clasp, Asiatic-Pacific Area Campaign Medal and World War II Victory Medal, ABELE was sponsored by Mrs. Mannert L. Abele. Lieutenant Commander Abele was reported lost with the submarine Grunion on 1 August 1942.

Commander Alton E. Parker, USN, assumed command of ABELE upon her commissioning and was the ship's only commanding officer.

Her shakedown in the area off Bermuda completed on 6 September 1943, ABELE got underway for Boston, Massachusetts for a post-shakedown availability which lasted until 19 September. Following her availability she acted as a training ship for officers, nucleus and balance crews of the training command through 12 October 1943.

The destroyer then got underway to join the Pacific Fleet, transiting the Panama Canal on 25 October. Calling at San Diego, California, she joined a convoy as ocean escort to Pearl Harbor. The ship conducted training exercises off Pearl Harbor until 3 December, when she joined Task Unit 12.5.1 for passage to Ulithi.

ABELE was ordered detached on 9 December, however, and returned to Pearl Harbor for conversion to a fighter director ship. The conversion was quickly completed and, after further training, ABELE got underway for Eniwetok, Marshall Islands for rehearsal exercises for the occupation of Iwo Jima.

The real show got underway on 19 February with ABELE as part of the Transport Screen. Her station was a relatively quiet one, with only one enemy aircraft appearing during the first day's operations.

On 20 February ABELE relieved USS HALL in the fire support group and began to deliver shore bombardment. She put out of action several enemy emplacements, including machine guns, mortars, blockhouses and caves. During the night the gun crews delivered illumination and harrassing fire. A machine gun emplacement on

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HISTORY OF USS ORMSBY (APA 49)

.05

From Tarawa to Leyte Gulf, USS ORMSBY transported many thousands of troops to and from the front lines, with only two men lost. Converted from a 0-2 type merchant ship into an attack transport by the Matson Navigation Company of San Francisco, California. She was commissioned on 28 June 1943 at San Francisco under the command of Captain Leonard Frisco, USNR.

On 22 July 1943 ORMSBY sailed for San Diego where she loaded Marines and cargo for Pearl Harbor. From Pearl Harbor she loaded more Marines, Sea Bees and cargo, then sailed on 14 August enroute to Nukufetau, Ellice Islands. All troops were unloaded at Funafuti, Ellice Islands and transported by small craft to Nukufetau.

ORMSBY continued southward, stopping in Pago Pago, Samoa, and then sailed on to Wellington, New Zealand arriving there on 11 September. Marines were embarked there and trained on board until the end of October 1943. After a final stop at Efate, she sailed for Tarawa, Gilbert Islands, landing her Marines there in that historic battle on 20 November 1943.

Returning to Pearl Harbor from Tarawa on 7 December 1943, she embarked Army troops and trained them in amphibious warfare through December and January. On 31 January 1944 they were landed at Kwajalein, Marshall Islands. From the Marshalls ORMSBY continued on to Guadalcanal in February where various Army units were trained until 28 March, when she landed reinforcements at Bougainville and continued on to Milne Bay, New Guinea. In April she sailed to Buna, Finschafen and finally Aitape, New Guinea where on the 23rd, Army assault troops were landed. A re-inforcement voyage to Aitape followed on 3 May 1944.

After returning to the Russell Islands and Guadalcanal, ORMSBY loaded Marines of the First Provisional Marine Brigade and trained them in May. On 21 July 1944 the Marines were landed at Guam.

While At Guam, ORMSBY suffered her only casualties of the war when one officer and one bluejacket were killed when a 3-inch shell hit in the forward resistor room and exploded.

After leaving Guam the attack transport sailed for Espiritu Santos, New Hebrides where she spent a week in maintenance before returning to Guadalcanal where Marines of the famed First Division were trained. On 15 September those troops were landed at Pelilu, Palau Islands. ORMSBY then proceeded to Hollandia, where she loaded an Army unit for the Philippines, landing them at Leyte on 20 October 1944. A reinforcement run to Leyte followed on 14 November by way of Manus, Admiralty Islands, Hollandia and Morotai, Army troops being loaded at the latter port.

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# HISTORY OF USS PELICAN (AMS 32)

Although she did not get into action until VJ day, USS YMS-441, (later USS PELICAN AMS 32) participated in five mine-sweeping operations during the occupation of Japan.

Built by the Robert Jacob yards of City Island, New York, she was launched on 27 November 1944 and delivered on 20 February 1945.

Following her shakedown cruise in which the crew was drilled in the use of her sweep gear and other equipment necessary to the safe operation of the ship, the mine sweeper set sail for the Pacific. After receiving voyage repairs and additional equipment at Pearl Harbor, she got underway for the forward operating areas on 11 June 1945.

YMS 441 operated throughout the forward area in miscellaneous duty including convoy escort assignments for the remainder of the war without seeing any enemy action. During this time she touched at Eniwetok, Majuro, Guam, and the Philippines. Her first chance to do any minesweeping came when she got underway with Mine Squadron 104 to rendezvous with THIRD Fleet units off the coast of Japan to sweep for the invasion forces.

Arriving in Sagami Wan, Honshu, Japan, on 28 August, YSM-441 began a series of sweeps for moored, acoustic and magnetic mines which lasted through February 1946. Her sweep areas included the Tokyo Bay, Sendai-Choshi, Kure-Hiroshima and Kyushu-Korea areas.

She also earned the Navy Occupation Service Medal, Asia, for duty from 2 September 1945 - 24 February 1946. Reclassified as USS PELICAN (AMS 32) in February 1947, the mine sweeper was still active as of October 1952.

USS YMS 441 earned one Battle Star on the Asiatic-Pacific Area Service Medal for the following operations:

## 1 Star/Minesweeping Operations Pacific

Tokyo Bay (Honshu Area) -- 28 August - 3 September 1945  
Sendai-Choshi (Honshu) -- 10 September - 15 September 1945  
Fukuoka (Kyushu-Korea Area) -- 20 - 28 November 1945  
Kure-Hiroshima (Honshu Area) -- 1 - 13 January 1946, 4 - 20 February 1946

\* \* \* \* \*

## STATISTICS

OVERALL LENGTH	136 feet	BEAM	28 feet
DISPLACEMENT	310 tons	SPEED	15 knots

\* \* \* \* \*

Compiled: November 1952



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#150

## HISTORY OF USS POPE (DD 225)

USS POPE, one of the 13 World War I destroyers assigned to the Asiatic fleet at the outbreak of World War II, had a victorious record in all the major engagements in the Dutch East Indies in the early days of the war until 28 February 1942, when she headed for Soenda Strait escorting the crippled cruiser HMS EXETER together with the British destroyer HMS ENCOUNTER and was not heard from again until the war's end.

Finally in mid-summer of 1945, her commanding officer arrived in the States from a Japanese prison camp and the story of her successful two-hour running fight with four Japanese cruisers and four destroyers was told. POPE fought with all the armament at her command, firing all her torpedoes and damaging several enemy ships before being attacked and sunk by Japanese planes.

Named in memory of Commodore John Pope, USS POPE was built at the shipyards of William Cramp and Sons, Philadelphia, Pennsylvania under a 1917 Act of Congress. She was launched on 3 March 1920, sponsored by Mrs. William S. Benson, greatniece of Commodore Pope and wife of the late Rear Admiral Benson.

Commodore Pope was appointed midshipman in 1816. He served in the Mediterranean, West Indian, Brazil, African and East India Squadrons. During the Civil War he commanded USS RICHMOND of the Gulf Blockading Squadron.

POPE's first action during World War II came in a night raid on a Japanese transport concentration by four destroyers, including POPE, PARROTT, JOHN D. FORD and PAUL JONES.

On 23 January 1942, the four old destroyers headed north from their base in the Postillion Islands. They sighted the enemy early on the morning of the 24th, and headed directly for the center of the formation, anchored off Balikpapan, at 27 knots.

The Japanese never completely realized what was happening. A division of Japanese destroyers was on patrol and the Americans by rare good luck were mistaken for them. The only United States ship hit during the entire action, which lasted for two hours, was USS JOHN D. FORD, which was struck by one minor caliber shell.

The destroyers proceeded unmolested into the center of the enemy formation. No one bothered them, and several enemy ships betrayed their own position by challenging with unshaded lights. At 0303 POPE opened the show by firing one torpedo at an enemy destroyer.

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#51

## HISTORY OF USS POPE (DD 225)

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## HISTORY OF USS RAMSDEN (DE 382)

Through thirteen months of arduous escort duty, USS RAMSDEN never lost a ship from her convoys and only one was even damaged. She was also credited with downing one German bomber when an air attack developed while she was escorting a group of merchant ships in the Mediterranean.

Built by the Brown Shipbuilding Corporation of Houston, Texas, USS RAMSDEN was launched on 24 May 1943. Mrs. J. L. Anatone Ramsden, mother of the ship's namesake served as sponsor.

The destroyer escort was named for Marvin Lee Ramsden, Coxswain, USN, who was awarded the Silver Star Medal posthumously for action aboard the carrier USS LEXINGTON. The citation follows:

For gallant and intrepid conduct while serving aboard the USS LEXINGTON in action against enemy Japanese forces during the Battle of the Coral Sea on May 8, 1942. His loyal devotion to duty and disregard of his own life were in keeping with the finest traditions of the United States Naval Service. He gallantly gave up his life in the service of his country."

USS RAMSDEN was commissioned on 19 October 1943 with Commander J. E. Madacey, USCG, as commanding officer.

Manned by a Coast Guard crew, RAMSDEN was constructed for escort duty and to combat the submarine menace. Upon commissioning she underwent a month of vigorous shakedown training off the coast of Bermuda. Following her training she reported to the Destroyer Force Atlantic Fleet for duty as an escort vessel for the ever increasing number of ships bridging the Atlantic.

Prior to making her first trans-Atlantic crossing, RAMSDEN escorted a convoy for troop ships to Panama. Early in 1944 she began regular voyages to Europe, escorting over one thousand ships through the sub-infested Atlantic and in the Mediterranean in the face of possible sea and air attacks from Axis bases in Italy and Southern France.

In January 1944, RAMSDEN left New York escorting a tanker and LST convoy to Casablanca, returning to New York in February. On 1 April she escorted a convoy to Bizerte, North Africa, and was attacked at night by a flight of German Dornier bombers. In the ensuing engagement she shot down one of the attackers. One merchant ship was hit by a bomb but managed to make port the following day. The final score of the encounter read four enemy planes destroyed with one Allied merchantman slightly damaged.

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X-E 182 HISTORY OF USS RESCUE (AH 18) (EX USS ANTAEUS AS-21, AG-67)

.US Proudest duty of World War II for USS RESCUE, a Navy hospital ship, was when she rescued more than six thousand Allied prisoners of war while participating in the occupation of Japan.

During the occupation, USS RESCUE took aboard 6,212 prisoners of war from various camps on the Island of Honshu, gave them a thorough physical examination, issued clean clothing, served good food and got rid of the accumulated filth of the prison camps. Seven of every eight brought aboard were transferred to other ships for transportation home. The more critical cases were later transferred to base hospitals or kept aboard for transportation to the United States.

When the ship arrived in San Francisco on 9 October 1945, she had aboard 498 former prisoners of war and enough fleet casualties to make a total of 777 patients.

USS RESCUE has had four lives. Built in 1932 as SS SAINT JOHN, a passenger ship, by the Newport News Shipbuilding and Dry Dock Company of Newport News, Virginia, she was employed first in coastwise passenger service on the Atlantic seaboard by the Eastern Steamship Lines. On 17 May 1941, she was placed in commission as a submarine tender, USS ANTAEUS (AS 21).

For the next eighteen months, ANTAEUS operated in the Caribbean. Her duty was to assist in fighting the German submarine menace there. Commander R. S. Morse, USN, was in command. Following this duty, the ship was re-designated AG-67 and was assigned to transport duties. She then began shuttling troops to the Caribbean islands and Panama Canal Zone until her assignment was again changed in December 1944. Commander E. P. Speight, USN, assumed command in January 1944.

During the progress of the war, the speed of operations steadily increased until the older and slower ships were unable to keep up. A faster hospital ship was needed and RESCUE, with her normal cruising speed of 17 knots was one of the answers.

From 28 December 1944, to 23 February 1945, the ship was quickly converted at the New York Navy Yard. She was outfitted with a bed capacity for 792 patients and a medical staff of 17 officers, 25 nurses, eight chief pharmacists and 156 corpsmen. Renamed USS RESCUE (AH 18), she was now a floating hospital, completely equipped for her medical duties and for service as an ambulance ship to carry patients from the scene of battle or fleet action to base hospitals.



X-E 182

HISTORY OF USS ST. LO (CVE 63)

.US "SOMEWHERE IN THE MARIANAS, November 2 -- The story of how a half dozen small escort carriers of the SEVENTH Fleet took time out from their assigned task of covering the Philippine landings to whip a Japanese battleship task force was told here today..."

The story, telling how the CVEs, their escorts and planes, successfully stood off a Japanese force including an estimated four battleships, seven cruisers and nine destroyers, formed the climax to the story of USS ST. LO, lost by a Kamikaze attack on 25 October 1944 in the battle off Samar.

ST. LO's story began in Vancouver, Washington, where she was built by the Kaiser Shipbuilding Company, Inc., as USS MIDWAY. Commissioned 23 October 1943, the ship was sponsored by Mrs. Howard Nixon Coulter, wife of Captain H. N. Coulter. On 14 September 1944, the name USS MIDWAY was reassigned to a new 45,000 ton aircraft carrier and the name USS ST. LO was given the escort carrier.

ST. LO was renamed for the battle of St. Lo in the European theater in World War II.

Commanded by Captain F. J. McKenna, ST. LO operated along the West coast on training missions, making two trips to Pearl Harbor and one to Brisbane, Australia, until June 1943, when she joined Task Group 52.14 to furnish air coverage during the Saipan operations.

ST. LO commenced furnishing air coverage for transport groups and participating in strikes on the island on 15 June 1944. She underwent several air attacks, but suffered no damage through her tour, which lasted until 13 July.

After a brief visit to Eniwetok for replenishment, ST. LO joined the attack on Tinian 23 July. Furnishing support over the island and maintaining an anti-submarine patrol, ST. LO operated there until 28 July, when she again headed out for supplies.

ST. LO remained at anchor in Eniwetok Atoll until 8 August, when she got underway with Task Unit 57.19.5 for Manus Island. Arriving on 13 August, she remained in Seeadler Harbor until 29 August, when she held training operations including plane handling, torpedo defense and gunnery exercises.

Returning to Seeadler Harbor, Manus, ST. LO stayed at anchor until 4 September when she got underway to take on board Squadron VC 65. Successfully landing the 15 fighters and 12 torpedo planes, the ship returned to her berth.

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### HISTORY OF USS SHERIDAN (APA 51) (EX AP 96)

The auxiliary attack transport, USS SHERIDAN was built by the Moore Shipbuilding Company in Oakland, California, and was acquired and commissioned by the U. S. Navy on 31 July 1943. USS SHERIDAN was named for a county in each of the states of Kansas, Montana, Nebraska, North Dakota, and Wyoming, and was sponsored by Mrs. Thomas Rolph.

USS SHERIDAN was constructed in 1943, and participated in six operations in the Pacific during World War II. SHERIDAN participated in the Gilbert Islands, Marshall Islands, Marianas, Leyte, Luzon, and Okinawa Gunto operations.

Commander John J. Mockrish, USNR, assumed command of USS SHERIDAN on 31 July 1943, as her first commanding officer.

After a short shakedown period in the San Diego and San Francisco area, SHERIDAN sailed from the latter on 1 October 1943 with cargo and troops for points in the Pacific.

SHERIDAN arrived in Noumea, New Caledonia on 18 October 1943, debarked her troops, and commenced unloading her cargo. She sailed to Lambert Harbor, Wellington, New Zealand on the 21st, and on 1 November, sailed for Havannah Harbor, Efate Island, New Hebrides in company with the battleship USS MARYLAND, and attack transport USS MONROVIA.

Operating as a unit of Task Force 53, USS SHERIDAN participated in the Capture of Tarawa Atoll in the Gilbert Islands. The First Battalion, Eighth Regiment, of the U. S. Marine Second Division, which consisted of 1553 officers and men with attached units, formed the landing team aboard SHERIDAN. SHERIDAN arrived in Tarawa Atoll on 20 November 1943, with various other vessels of the U. S. Pacific Fleet.

Two salvos of 5 inch shells landed within 100 yards of SHERIDAN, almost hitting some landing craft moving to various ships, however, no hits were observed.

Naval gunfire and serial bombardment continued intermittently throughout 22 November, on assigned targets on Bititu Island.

When SHERIDAN sailed from Tarawa Atoll on 24 November, eight boats and crews, plus one officer were unable to return to the ship. Four officers and 43 men of the beach party were also unable to return.

SHERIDAN sailed on the 24th in company with USS MONROVIA, and Task Group 53.1, which was composed of DOYEN, HEYWOOD, BIDDLE, and LA SALLE enroute for Pearl Harbor.



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## HISTORY OF USS SOLOMONS (CVE 67)

USS SOLOMONS (CVE 67) named for the Solomon Islands Operation, was built by the Kaiser Shipbuilding Company of Vancouver, Washington. She was launched on 6 October 1943. Mrs. F. J. McKenna, wife of Captain F. J. McKenna, USN, acted as sponsor. Upon commissioning on 21 November 1943, the ship's first commanding officer was Captain M. E. Crist, USN.

Shortly after commissioning, SOLOMONS departed Astoria, Oregon for Puget Sound, Washington for a post trial shakedown cruise. She arrived the following day and loaded her initial ammunition allowance. The next few days she conducted exercises and tests off the coast.

On 20 December 1943, SOLOMONS got underway for Alameda, California. She steamed independently but during the day she received air coverage from Navy Blimps. The ship arrived on 23 December and departed the following day for San Diego, California. She arrived on 25 December and for the next four days conducted operations off the California coast.

On 30 December 1943, SOLOMONS sailed for Pearl Harbor independently, arriving on 6 January 1944. Passengers, planes and aircraft supplies were loaded for a return voyage to San Diego, California. Escorted by USS DUFFY (DE 27) she departed for San Diego on 9 January 1944, conducting firing exercises enroute. She arrived on 15 January, and refueled adjacent to the Naval Air Station. Until 30 January 1944, she conducted battle practices off the California coast.

Accompanied by USS TRIPOLI (CVE 64), SOLOMONS departed San Diego for Balboa, Canal Zone, conducting flight operations during the voyage. She arrived on 7 February and refueled. Passengers were embarked for transportation to Norfolk, Virginia and on 10 February she departed Balboa, accompanied by USS TRIPOLI, DECATUR and FITCH.

While enroute to Norfolk on 12 February, radar contact was made and SOLOMONS sounded torpedo defense. USS FITCH left the formation to investigate but no further contact was made. She arrived in Norfolk on 16 February and disembarked her passengers and refueled.

She entered drydock for repairs and remained until 19 March 1944. On 20 March she commenced loading aviation stores, planes and supplies for a scheduled voyage to Recife, Pernambuco, Brazil, where she was to report for duty to the Commander, FOURTH Fleet. USS EISNER (DE 192), and WILLIAM G. THOMAS (DE 193) joined SOLOMONS and together they departed Norfolk on 21 March 1944.



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### HISTORY OF USS SYMBOL (AM 123)

Fighting in the Atlantic, Mediterranean and Pacific, USS SYMBOL won five Battle Stars during World War II.

Built by the Savannah Machine and Foundry Company of Savannah, Georgia, the ship's keel was laid on 18 November 1941. Mrs. W. Lee Mingledorff acted as sponsor when the ship was launched on 2 July 1942. Lieutenant Commander R. C. Brown assumed command when the ship was placed in commission on 10 December 1942.

Following her shakedown cruise out of Key West, Florida, SYMBOL operated on the East Coast until she got underway for Iceland in late March 1943. Here she performed rugged patrol duty, and escorted convoys in the vicinity. Lieutenant Richard Lagreze, USNR, assumed command on 8 June 1943.

Arriving back in Norfolk, Virginia on 30 July, the mine-sweeper's next duty was in the Mediterranean. Steaming as an escort in the van of Convoy UGS-15, SYMBOL arrived in Mers El Kebir Harbor, Algeria, on 3 September 1943. Two days later she got underway with Task Force 81 for the pre-invasion sweeps off Salerno.

When her minesweeping chores were done, SYMBOL took up patrol and convoy duty, escorting various convoys between Salerno and Sicily, Oran, Bizerte and Naples. On 21 September she rescued 124 survivors from the damaged SS WILLIAM W. GERHARD, transferring them to other ships the same day.

The Anzio beachhead was her next action, and proved to be much like Salerno. At Anzio the ship suffered her only damage of the war when a German fighter-bomber made a night attack, dropping an anti-personnel bomb which exploded just before hitting the water 50 yards off the starboard quarter. Only minor hull and structural damage resulted, but there were 25 personnel casualties among the crew at Battle Stations. Four were killed, and four others seriously injured.

Following her participation in the invasion of Southern France, in which she operated in the vicinity of the Gulf of St. Tropez, France, sweeping by day and patrolling at night, the ship operated in the eastern Mediterranean until 28 December 1944. She then got underway for Norfolk, Virginia, arriving on 17 January 1945.

Repairs and alterations followed until 8 March. During this time, Lieutenant Commander Richard Lagreze was relieved by Lieutenant E. D. Caldwell, USNR, on 23 February 1945.

Ordered to Miami, Florida late in March for availability and the installation of air search radar, SYMBOL departed for the Pacific on 27 April. Transiting the Panama Canal on 3 May, she

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HISTORY OF USS TOUCAN (AM 387)

Commissioned in late 1944, USS TOUCAN (AM 387) earned three Battle Stars for her Pacific service during the remainder of the war.

USS TOUCAN was built by the American Ship Building Company of Cleveland, Ohio, where her keel was laid on 16 February 1944. Launched on 15 September 1944, the ship was put into commission on 25 November 1944. Lieutenant Commander S. H. Squibb, USNR, assumed command.

Following her shakedown off Little Creek, Virginia and Guantanamo Bay, Cuba, TOUCAN underwent a post-shakedown availability in the Charleston Navy Yard. From there she got underway for the Panama Canal Zone on 19 April 1945.

Transiting the Canal on 27 April, TOUCAN called at San Diego, California, and then proceeded to Pearl Harbor. More training followed until the new sweeper got underway for Eniwetok and the operating area. From here, she set course for Okinawa, calling at Guam and Ulithi enroute. Operating from Okinawa, she made various sweeps in the area. When the war ended, TOUCAN was engaged in the "Skagway" sweep, covering the East China Sea - Ryukyus area. Participating in several other similar mine sweeps, she remained on occupation duty until getting underway for the United States on 6 February 1946. On 5 November 1945, during a call at Shanghai, China, Lieutenant Raymond L. Johnson, USNR, assumed command of TOUCAN.

Placed out of commission, in reserve, by a directive of December 1945, TOUCAN was returned to active duty under a directive of October 1950, and as of November 1952, was assigned to the Pacific Fleet.

USS TOUCAN (AM 387) earned three Battle Stars on the Asiatic-Pacific Area Service Medal for participating in the following operations:

- 1 Star/Assault and Occupation of Okinawa Gunto -- 24 - 28 June 1945
- 1 Star/THIRD Fleet Operations Against Japan -- 5 - 31 July 1945
- 1 Star/Minesweeping Operations, Pacific  
"Skagway" (East China Sea - Ryukyus Area) -- 14 - 24 August 1945
- Minesweeping Operation, Pacific -- 7 September - 2 October 1945
- Minesweeping Operation, Pacific -- 25 - 30 October 1945
- Tachibana Wan (Kyushu-Korea Area) -- 24 - 27 October 1945

12  
17  
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#159

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# HISTORY OF USS WARD (APD 16)

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"We have attacked, fired upon and dropped depth charges upon submarine operating in defense sea area."

With this terse message Lieutenant Commander W. W. Outerbridge, commanding officer of USS WARD, signaled the beginning of the United States participation in World War II. USS WARD sighted and sank a midget Japanese submarine tracking the target ship USS ANTARES off the channel entrance an hour before the first Japanese air raid on Pearl Harbor.

USS WARD, named for Commander James Harman Ward, the first officer of the U. S. Navy to be killed in action during the Civil War, was authorized on 4 March 1917. She was part of the naval building program adopted to meet the rising dangers of World War I. Construction of the ship was assigned to the Mare Island Navy Yard.

Soon after the entry of the United States into the war, it became apparent that the Navy would have to concentrate on the submarine menace. It was decided to go all out on the construction of fast destroyers and other anti-submarine craft.

WARD, designated DD 139, was to be used as a demonstration of effective speed in shipbuilding. Plans were worked out for a comprehensive prefabrication of ships parts prior to laying the keel. This would, it was hoped, shorten materially the time on the building ways and thereby increase the capacity of existing facilities.

WARD won her nickname, "The 17½ Day Wonder" by sliding down the ways, 84 percent completed, just 17½ days after her keel was laid. The keel went down at 7:30 a.m. on 15 May; the launching took place at 8:30 p.m. on 1 June 1918.

The ship was christened by 11-year-old Dorothy Hall Ward, great-granddaughter of Commander Ward. The launching date cut 9½ days off the world's record. Seventy days later USS WARD was placed in full commission and Commander Milton S. Davis, USN, assumed command.

Clearing the yard on 2 December 1918, USS WARD became the flag ship of Destroyer Division 18. The division took part in winter maneuvers in Cuban waters and formed one of the links of the ship patrol for the trans-Atlantic flight of the NC flying boats.

In July 1919, Commander Davis was designated liason officer to arrange and supervise final details of the transit of the United States Fleet through the Panama Canal to the Pacific. As a result, WARD was spearhead of this gigantic fleet movement, preceeding the

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### HISTORY OF USS ANTARES (AKS 3) (EX AG 10)

USS ANTARES (AKS 3) might well be called a "floating general store", for her mission as a general store issue ship was to carry a cargo of general stores, canteen supplies, Navy clothing, accessories and medical supplies to the forward operation areas of the fleet where no advance bases had been established. She is designed to issue one or one hundred units of any of her eight thousand items to the fleet.

Built by the American International Ship Building Corporation of Hog Island, Pennsylvania, ANTARES was taken from the Shipping Board on 14 November 1921. Commissioned on 23 February 1922, as a miscellaneous auxiliary (AG 10), she was reclassified as (AKS 3) on 30 November 1940.

Until the early months of 1944 when six additional AKS vessels were completed, ANTARES and USS CASTOR (AKS 1) were the only two ships of this class operating with the fleet. The ship takes her name from the principal star in the constellation Scarpio. It is a giant red star believed to be nearly 300 million miles in diameter.

ANTARES had the rather dubious distinction of being the first ship to be tracked by a submarine during World War II. She arrived off the entrance to Pearl Harbor on 7 December 1941 about two hours before the Japanese attacked. She had just come from Canton and the Palmyra Islands with a 500-ton steel barge in tow, expecting to transfer the tow to a tug and then proceed into Pearl Harbor.

As she was waiting for the tug to arrive, a suspicious object was sighted about 1500 yards off the starboard quarter. Since the object resembled a small submarine, USS WARD, an old destroyer on inshore patrol was notified. Identifying the object as definitely a submarine in a forbidden area, WARD sank her at 0647, over an hour before the actual attack began.

The tug arrived within a half hour, and the transfer of the tow was completed by 0835. During this time, ANTARES was attacked by Japanese aircraft, being strafed and bombed. Since at that time the ship was not armed, no effective defense was available, other than radical maneuvering. This sufficed to save the ship from major damage until the attack ended, whereupon ANTARES entered the harbor.

The ship then began an availability, hampered by the work necessary to repair the damage from the Pearl Harbor raid. Included in her alterations was the installation of defensive armament

Her alterations finished on 27 April 1942, ANTARES, feeling much safer now with her new armament which consisted of two 5-inch, four 3-inch and eight 20-mm guns, held brief trials and then

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HISTORY OF USS BERRIEN (APA 62)

A veteran of the Iwo Jima and the Okinawa Campaign, USS BERRIEN's career began at the yards of the Consolidated Steel Company, Wilmington, California. She was decommissioned on 8 October 1944.

USS BERRIEN was named for counties of the same name in the states of Georgia and Michigan.

The period from 9 to 12 October 1944 was spent preparing the ship for her shakedown cruise which began on 19 October. She completed her shakedown on 2 November when she reported to San Diego. There she underwent the usual post shakedown availability prior to sailing to San Francisco on 20 November 1944.

There she commenced loading cargo scheduled for Pearl Harbor. She arrived there on the last day of the month and commenced a short training period including gunnery exercises at Maalaea Bay, Maui, T. H. for gunnery exercises.

BERRIEN continued operating in the vicinity of Pearl Harbor until 22 January 1945. On that date she embarked Army and Marine Corps personnel and their equipment.

On 27 January, BERRIEN departed from Pearl Harbor enroute to Eniwetok, Marshall Islands. The voyage was uneventful and daily drills were held enroute. She arrived on 5 February and sailed again on the 7th enroute to Saipan, Marshall Islands. She arrived there on 12 February and stood out again on the same day enroute to Iwo Jima. Brief rehearsals were held off Tinian on the 12th, and 19 February found the transport off Iwo Jima, ready to disembark her assault troops. At 1130 she received her first casualties and at 1830, departed on her night retirement disposition with other units of Task Force 51.

She returned to the transport area daily until 4 March when she finished embarking casualties and Army personnel. At 1730 she sailed for Saipan where she arrived on 7 March.

Miscellaneous cargo was loaded at Saipan until the 15th when she sailed for Tinian Island for rehearsals. She returned to Saipan on 19 March and remained there until she sailed for Okinawa on the 27th. She arrived off the transport area at Okinawa on 1 April 1945. At 0545, the crew had a sample of things to come when a suicide plane crashed into an LST. USS BERRIEN remained in the area and on 15 April an exploding 20 millimeter shell exploded on her navigation deck when all units in the vicinity fired on a low-flying enemy plane. Two of the ship's personnel were wounded and slight superficial damage was done. The following day BERRIEN got underway for Saipan, arriving there on 20 April 1945.



E 182 HISTORY OF USS BETELGEUSE (AKA 11) (EX AK 28)

05 USS BETELGEUSE was a cargo ship with one of the most enviable records of World War II. Upon being detached from the South Pacific forces she received the following message from Rear Admiral Turner: "The Commander of the Amphibious Forces South Pacific regrets the detachment from his command of the brave and efficient BETELGEUSE. You are going to other duty with the satisfaction of knowing that your commander in our common efforts in the South Pacific is flying the signal, "Well Done". We expect you to come back and we know that when you do your help will be of most importance in our final victory. 'God Bless you all'."

Originally built as an early C-2 type hull by the Sun Shipbuilding and Drydock Company in Chester, Pennsylvania for the Moore-McCormack Lines, BETELGEUSE was turned over to the Navy because of the grave need for all types of shipping by the Navy. She was converted to a cargo ship at Brewer's Drydock, Staten Island, New York and commissioned USS BETELGEUSE (AK 28) on 14 June 1941.

From commissioning until the outbreak of war, USS BETELGEUSE operated in the Atlantic, taking part in amphibious maneuvers off New River, North Carolina in June and July and other operations off Cape Henry, Virginia in September. During October, the ship carried cargo to Bermuda and various newly established bases in the West Indies. The fateful day of 7 December 1941, found her undergoing an overhaul in Charleston, South Carolina.

In early January of 1942, the "Goose" as she was affectionately known, loaded army material at New York, later engaged in maneuvers off Norfolk, Virginia and departed in convoy for Belfast and Clydebank, Scotland. Upon returned, she again loaded in New York and sailed on 8 April for Tongatabu in convoy BT-202. She later returned to San Diego. On 1 July she sailed for Pearl Harbor where she joined Task Force 62 in preparation for the invasion of Guadalcanal. The task force departed Pearl Harbor on 31 July, stopped briefly at Suva, Fiji Islands, and arrived in Iron Bottom Bay off Guadalcanal on 7 August 1942.

It was at this time that she began compiling her impressive war record. She underwent a heavy air raid the first day, coming through without a scratch. The following day she knocked down her first planes. The attackers, about forty in all, came up astern of the formation. Being the last ship in the outboard column, the "coffin corner", the gunner's had excellent positions for firing and as a result destroyed two Japanese planes.

On 11 November 1942 the "Goose" was off Guadalcanal heavily loaded with high explosives, gasoline, and miscellaneous cargo. During the day, a heavy dive bombing attack was launched against

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HISTORY OF USS BIDDLE (AG 114) (EX DD 151)

USS BIDDLE, a four-stack destroyer of World War I vintage, was recommissioned at the beginning of World War II for further duty in escort and anti-submarine assignments.

The old destroyer was built by the William Cramp and Sons Company of Philadelphia, Pennsylvania. Her keel was laid on 22 April 1918 and she slid down the ways on 3 October 1918. Miss Elise Biddle Robinson, great-great-grandniece of the ship's namesake, served as sponsor.

The ship was named for Captain Nicolas Biddle, USN, a Naval hero of the Revolutionary War. In command of the ship ANDREA DORIA, 16 guns, in 1775, he captured so many prizes during one cruise that he had but five of his original crew when he returned to his base in the Delaware River. He sailed not long after from Charleston, South Carolina and in a few days came back with four prizes. In an engagement with YARMOUTH, 64 guns, in March 1778, his ship, RANDOLPH, 32 guns, blew up, killing Captain Biddle and 300 men. USS BIDDLE (DD 151) was the second ship so named.

USS BIDDLE was first commissioned on 22 April 1919. After a period in reserve, she was reactivated late in 1939 to take up neutrality patrol duties. When World War II began, she was attached to the Gulf Sea Frontier and later to the Caribbean Sea Frontier under the command of Lieutenant Commander J. A. Glick, USN.

BIDDLE remained on duty in the Caribbean until December 1943. During this period she made several submarine contacts, with no confirmed damage resulting, and escorted convoys through the submarine-infested area. On 13 March 1943, she rescued 90 survivors from the torpedoed ships SS CERES and SS MISSOURI.

Lieutenant Commander Glick was relieved by Lieutenant W. M. Fenn on 16 September 1942, who was relieved in turn by Lieutenant Commander T. A. Torgeson on 30 September 1942. Lieutenant R. H. Hopkins, USNR, assumed command on 18 October 1943.

BIDDLE arrived in the Charleston, South Carolina Navy Yard for an overhaul on 8 December 1943, and reported for duty with Destroyer Division 66.

When her yard period and training was completed, BIDDLE was ordered to intercept Task Group 27.3 to relieve USS BABBITT, which was to return to the Navy Yard. After escorting SS ABRAHAM LINCOLN to the Azores, BIDDLE returned to Bermuda, where she joined a hunter-killer group while around the carrier CROATAN. The group included BRECKENRIDGE, BLAKELEY and BARNEY.

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## HISTORY OF USS BITTERN (AM 36)

The minesweeper USS BITTERN was built by the Alabama Dry Dock and Shipbuilding Company in Mobile, Alabama, and was launched on 15 February 1919. Mrs. Chauncey R. Doll, wife of Lieutenant C. R. Doll, USN, was the sponsor for USS BITTERN.

Just prior to the outbreak of World War II, USS BITTERN arrived at Cavite, Philippine Islands. She moored at Cavite on 18 November 1941, alongside the West side, Machine Wharf, in the Navy Yard.

During the afternoon of 10 December 1941, two flights of Japanese light bombers passed over the Navy Yard. One flight was composed of 27 bombers which were similar to Junkers.

BITTERN was undergoing extensive overhaul to main engines, boilers, and superstructure at the time of the attack, and her small guns were in an inoperative condition. The flight of enemy planes split into groups of nine each, and successfully bombed the Navy Yard, and surrounding area.

The Navy Yard was ablaze and the fuel tanks at Nichols Field were burning. Two direct hits sank USS SEALION, which was alongside USS SEADragon undergoing repairs. BITTERN was so badly damaged from the attack that she had to be scuttled. She was stricken from the Navy list on 8 May 1942.

USS BITTERN earned one Battle Star on the Asiatic-Pacific Area Service Medal for participating in the following Philippine Islands Operation, 8 to 10 December 1941

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## STATISTICS

OVERALL LENGTH	147 feet
BEAM	28 feet
SPEED	12 knots
DISPLACEMENT	505 tons

\* \* \* \* \*

Compiled: February 1953



Although she never went into battle during her 28 years in the Navy, USS BLACK HAWK served her country well during two World Wars by keeping combatant vessels in fighting trim.

USS BLACK HAWK was launched at the William Cramp and Sons Ship Yards at Camden, New Jersey in 1913 as the SS SANTA CATALINA. She operated in the merchant service until acquired by the Navy in 1917.

During World War I, when German submarine warfare became acute, the Allied High Command decided to attempt to bottle up the German submarines in the North Sea by laying a mine barrage between the Orkney Islands and Norway. It was during this period (December 1917) that SS SANTA CATALINA was purchased for conversion into a tender and repair ship for the mine force. Commissioned on 15 May 1918, she was named after the Indian chief Blackhawk, mentioned in history as the leader of the Sac and Fox tribes during the Blackhawk war.

The first Naval duty for BLACK HAWK was that of mine laying tender for the North Sea Mine Force, based at Inverness, Scotland. Later she was based at Kirkwall, Orkney Islands, until the mine barrage of over 74,000 mines had been swept.

Upon completion of her duty with the Mine Force, BLACK HAWK was ordered to the Asiatic Station in 1922, where she was assigned duty as destroyer tender. During the next 19 years, she became a familiar sight in harbors throughout China and the Philippines.

BLACK HAWK was steaming south from Balikpapan, Borneo to Seerabaja, Java to rendezvous with her squadron of destroyers when the Japanese struck at Pearl Harbor. Her commanding officer was then Commander G. L. Harriss, USN.

BLACK HAWK's original destination had been Batavia, for "supplies and liberty." Orders were changed when news of the Pearl Harbor disaster came through, and she put in at Seerabaja, together with her destroyers, WHIPPLE, ALDEN, EDSALL and JOHN D. EDWARDS. The tender remained in port until 30 December, fueling and repairing various ships as they prepared to meet the oncoming Japanese.

On 30 December, the ship was ordered to Port Darwin, Australia, accompanied by BOISE, POPE, BARKER and the tanker, GEORGE C. HENRY. During the next month, she continued her repair work, repairing USS PERRY and HERON, damaged in the bombing of the Cavite Navy Yard and the battle of Malacca Strait.

Commissioned too late for participation in World War I, USS BOBOLINK spent more than 20 years on peacetime duty with the Navy before the fateful day of 7 December 1941. On that day she was based at Pearl Harbor when the Japanese planes came roaring in and from then until the end of World War II, BOBOLINK was resigned to the role of minesweeper, anti-submarine, escort duty, salvage tug, and target towing duties.

Built by the Baltimore Shipbuilding and Drydock Company of Baltimore, Maryland, USS BOBOLINK was launched as a minesweeper, AM-20, on 15 June 1918. She was sponsored by Miss Elsie Jeanne Willis, of Roland Park, Maryland. BOBOLINK was placed in commission on 28 January 1919.

The peacetime years that followed found her on various duties in the Atlantic and Pacific Oceans. After the attack on Pearl Harbor she assumed her primary duties of mine sweeping in the Pearl Harbor area. She continued that duty until 23 April when she made a sound contact while engaged in mine sweeping. However, the attack that followed failed to produce any further evidence.

On 27 April BOBOLINK arrived at Johnson Island after an uneventful voyage. The last day of April found her returning to Pearl Harbor as escort for S.S. AGNES FOSS. Upon her arrival at Pearl Harbor she underwent a Navy Yard overhaul during the remainder of the month when she was converted to a tug AT-131.

Following her overhaul she was assigned various duties with the fleet, mainly acting as a target towing vessel for the men-o-war. That duty continued until 16 September when she stood out to escort two Army transports to Tutuila, Samoa. She arrived on the 27th and remained there until 29 September at which time she sailed for Noumea, New Caledonia, arriving there on 6 October. At Noumea BOBOLINK assisted other vessels in salvage work and served as a general auxiliary in such jobs as transferring water and fuel oil to other vessels.

On 30 October she stood out enroute to the Solomon Islands in company with USS O'BANNON and USS BELLATRIX. She arrived at Espiritu Santo on 2 November without incident. On 7 November 1942, while towing a barge full of gasoline to Guadalcanal, BOBOLINK's crew witnessed the torpedoing of USS MAJABA, only 2 miles away. After cutting her tow loose, BOBOLINK maneuvered into position to take the torpedoed ship in tow. At 1640 that evening she beached the MAJABA off the coast of Lunga Point where she could later be salvaged.

BOBOLINK remained in the Solomon Area until 26 February 1943, when she sailed for Russell Island. She arrived on the 27th, released her tow, rigged a towline to a barge, and sailed for Tulagi again.

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HISTORY OF USS BOGGS (AG 19) (EX DD 136, DMS 3, AG 103)

The four-stack destroyer USS BOGGS, named in honor of Admiral Charles S. Boggs, USN, was first commissioned at Mare Island, California, on 23 September 1918. Her keel was laid on 15 November 1917 and she was launched on 25 April 1918. USS BOGGS saw little service before being decommissioned at San Diego, California in May 1922.

After being decommissioned for nearly ten years, USS BOGGS underwent an extensive overhaul in preparation for conversion to a radio-controlled, high-speed destroyer target unit.

She was commissioned on 19 December 1931 as the AG-19, and Lieutenant Commander B. R. Alexander, USN, was her commanding officer.

In January 1934, BOGGS departed San Diego under the command of Lieutenant Commander John E. Williams, USN, and visited ports on the East Coast of the United States, stopping at Cuba, Haiti, New York, Washington, D. C. and visited Norfolk, Virginia. She returned to San Diego in October of the same year. From 1935 to December, 1938, BOGGS operated in the San Diego and San Pedro area as a high-speed target unit.

In 1936 BOGGS made a trip to Pearl Harbor, T.H. and in December 1938, she visited various Caribbean ports, returning to San Diego, California in early 1939.

BOGGS was used in the San Diego area as a high speed mobile target unit, under the command of Lieutenant Commander E. T. Layton, USN, until September 1940, when she reported to Pearl Harbor.

At first she was used as a high speed target towing vessel, but was converted late in 1940 to a high speed minesweeping vessel. As the DMS-3, commanded by Lieutenant Commander David G. Roberts, she operated until 26 July 1941 at Pearl Harbor, being engaged in high speed towing, minesweeping and tactics in that area. BOGGS returned to the Navy Yard, Mare Island, California in the same year and underwent a major overhaul before returning to Pearl Harbor in Mine Squadron Two as flagship of Commander Mine Division SIX.

At the time of the Japanese attack on Pearl Harbor, USS BOGGS was at sea off Oahu, but she returned to port at once and carried out minesweeping operations in the harbor. She later received a commendation from Admiral Nimitz for the manner in which she conducted this work.

BOGGS then operated off Oahu as a patrol and escort vessel when not engaged in towing targets or in experimental work in minesweeping.



HISTORY OF USS BOLLINGER (APA 234)

USS BOLLINGER, a late entry in the fight for the Pacific, was an attack transport designed to transport and land a battalion of assault troops on enemy beaches and to reinforce them with ammunition and supplies.

USS BOLLINGER, named for Bollinger County, Missouri, was built by the Kaiser Company at Vancouver, Washington. The ship's keel was laid on 7 October 1944 and she was launched 43 days later on 19 November. Mrs. Thomas Mead, wife of the resident attorney of the Vancouver Shipyard, christened the ship.

Commander Carter A. Printup, USN, assumed command of the transport upon her commissioning on 9 December 1944 at Astoria, Oregon. During the following ten days BOLLINGER was fitted out for sea and on the 20th departed for Seattle. Tests and trials of armament and machinery were held enroute and in Elliott Bay after arrival at Seattle. On Christmas Day the ship departed for her shakedown cruise at San Pedro, California, stopping at San Francisco to pick up her allowance of 26 landing craft.

During the period from 31 December 1944, to 13 January 1945, BOLLINGER operated under the San Pedro Shakedown Group, conducting training in tactics, gunnery, communications, amphibious warfare and the use of all the ship's equipment. Upon completion of her amphibious training, the ship underwent a yard availability at the San Diego Destroyer Base.

BOLLINGER began her active duty with the Pacific Fleet on 13 February when she departed from San Diego bound for the Marshall Islands with a group of replacements for the FOURTH Marine Aircraft Wing. A brief stop was made at Pearl Harbor enroute. Passengers were disembarked at Majuro Atoll on 27 February and on the same day the ship departed for Eniwetok, where she reported to the Commander, Task Unit 12.6.2 for duty.

From 1 March to 4 April BOLLINGER was engaged in the evacuation of the FOURTH Marine Division from Iwo Jima to their rear base. Following this duty, she received an availability in Pearl Harbor until 20 April.

On the 22nd BOLLINGER departed for San Pedro for loading, arriving on the 29th. The ship received its load of troops and cargo at Port Hueneme, San Francisco and Seattle, departing on 16 May for Okinawa. Stops were made at Honolulu, Eniwetok and Ulithi enroute and on 2 July the ship arrived at her destination and began unloading. Five days later she left Okinawa with elements of the SIXTH Marine Division embarked for transportation to Guam via Saipan. After unloading troops at Guam, the ship again returned to the United States for loading, arriving in San Francisco on 29 July 1945.

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HISTORY OF USS BOREAS (AF 8)

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The story of the provisions store ship USS BOREAS began during World War I when she was built as SS YAQUINA by the Moore Shipbuilding Company of Oakland, California.

Operated by the U.S Shipping Board, she made several voyages to Europe as a relief provisions ship before being taken over by the Navy on 29 October 1921. Renamed USS BOREAS, she was placed in reserve in Philadelphia, Pennsylvania. In 1939 the urgent need for more ships called her out of retirement and she was towed to New York and fitted out for sea. Commissioned on 6 August 1940, she was placed under the command of Commander George M. O'Rear on 24 March 1941.

USS BOREAS derives her name from the Greek mythological god of the North Wind, which had no connection with the speed of the ship -- eleven knots in a fair wind and a following sea.

In May 1941, BOREAS proceeded to the Chesapeake Bay - Hampton Roads area for calibration, shakedown and her first load. All cargo space except the number two hold was taken by construction equipment and material. After a two-day delay the remainder of the cargo arrived, frozen turkeys from the State of Washington. BOREAS started South on her first trip, stopping at Guantanamo Bay, Cuba, and then proceeding through the Panama Canal to San Diego and San Francisco. At San Francisco she topped off her load and set a course for Pearl Harbor.

Upon her arrival at Pearl Harbor, all construction material was unloaded and she returned to San Francisco where she unloaded her frozen turkeys, 9,337 miles and 57 days after loading them and only 800 miles from the turkey ranch where the load originated.

At the time of the Japanese attack on Pearl Harbor BOREAS was in San Francisco and was the first stores ship to reach Pearl Harbor.

From the outbreak of hostilities BOREAS went to work in earnest, covering practically the entire Pacific with a total of 197,171 miles to her credit. There was scarcely a base in the Pacific which did not see the blunt nose and tall stack of the "Bouncing B" as she steamed slowly into the harbor. Included in her ports of call were Samoa, Espiritu Santo, Kwajalein, Eniwetok, Guadalcanal, Guam, Saipan, Iwo Jima, Okinawa, New Zealand, and Japan. During most of her travel she steamed alone at seven to eleven knots but was never damaged.

Auckland, New Zealand was the principal loading port for BOREAS during the latter part of 1944 and 1945. Here she began a practice that made her the special friend of all small craft and

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### HISTORY OF USS BORUM (DE 790)

The destroyer escort USS BORUM was constructed by the Consolidated Steel Corporation, Orange, Texas, on 14 August 1943, and was sponsored by Mrs. W. H. Ferguson, wife of Commander W. H. Ferguson, USN.

USS BORUM's keel was laid on 28 April 1943, and was first commissioned on 30 November 1943.

She was named in honor of Lieutenant (jg) John R. Borum, USNR, who was killed in the Atlantic area 20 January 1943 in a shipwreck due to a storm. He was born in Norfolk, Virginia on 8 December 1907 and enlisted in the U. S. Navy in 1933. His gallant action at the time of his death, was commended by the Chief of Naval Personnel.

The Consolidated Steel Corporation at Orange, Texas, broke a yard record when USS BORUM, seventh destroyer escort of the month, was commissioned on 30 November 1943.

BORUM sailed for Bermuda on an intensified shakedown cruise in December 1943, and on 21 January 1944, arrived in Boston, Massachusetts.

BORUM's first assignment was to escort SS SANTA ISABEL from New York City to Hampton Roads, Virginia, during the early part of February 1944. From there she proceeded to Coco Solo, Canal Zone as a convoy screen.

For the return trip, USS BORUM was placed under the command of Escort Division 47 in USS TATUM, and in company with USS MALOY, her counterpart for the rest of the war.

BORUM was originally scheduled to sail for the Pacific, but instead helped protect the escort carrier USS KASAAN BAY from U-Boat attacks while enroute to Hampton Roads. Prior to sailing for New York again, BORUM acted as a training vessel in the Chesapeake Bay Area.

BORUM sailed again from New York to guide USS MELVILLE, a general repair ship, to Londonderry, Northern Ireland, in company with USS MALOY.

Once in the British Isles, BORUM was engaged in escorting amphibious vessels and transports from one preinvasion port to another.

During April and May 1944, most of these convoy activities were from bases around Plymouth, England. The crew was subjected to extensive training exercises at this time, in preparation for participation in the assault on Northern France.

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### HISTORY OF USS BOWERS (APD 40) (EX DE 637)

Though World War II produced many heroic incidences, both among ships and men, USS BOWERS' action could well be placed high on the list. She was hit by a "VAL" type Kamikaze plane off Okinawa, which demolished her superstructure and killed more than half of her crew. Though a flaming holocaust, her crew rallied at the commands of her first lieutenant to smother the flames and bring their ship back to the United States where a new super-structure had been built and was awaiting her.

USS BOWERS was built by the Bethlehem Shipbuilding Company, San Francisco, California. Her keel was laid on 28 May 1943 and she was launched on 31 October 1943, with Mrs. E. Bowers, mother of the ship's namesake, serving as sponsor.

USS BOWERS was named in honor of Ensign Robert Keith Bowers, of Ellensburg, Washington. Ensign Bowers was killed on 7 December 1941 while on duty aboard USS CALIFORNIA at Pearl Harbor.

USS BOWERS was commissioned on 27 January 1944 with Lieutenant Commander F. W. Hawes, USN, as her first commanding officer.

Fitting out, dock trials, deperming, loading ammunition, calibrating, compass compensation, structural firing, and various other duties occupied the period until 15 February. She then sailed to San Diego for her shakedown cruise which ended on 15 March when she put into port at San Francisco again. After post shakedown repairs she sailed for Pearl Harbor on the 31st and arrived there on 6 April.

Firing practice followed for a few days, before BOWERS sailed in the screen of a convoy enroute to Majuro Atoll, Marshall Islands. Arriving there on 16 April, she sailed on the 19th for Kwajalein Atoll, and on Seeadler Harbor by the 26th.

On 30 April, BOWERS was ordered to search for two survivors of two planes that had crashed only a few miles away. On 1 May she located the survivors, 17 in all, and completed the rescue. Only two officers and two men were lost from the crashes.

BOWERS departed Seeadler on 5 May to escort USS SEA HORSE to her position off Finschhafen, New Guinea. The following day BOWERS anchored off Cape Cretin, New Guinea. She remained in the New Guinea area until 19 May at which time she joined the screen of a nine ship merchant convoy to Langemak Bay. The convoy arrived on 24 May and BOWERS remained there the rest of the month.

On 2 June she escorted a convoy of troop ships to Wakde Island then returned to Humboldt Bay. She continued escorting duties between New Guinea, Wakde Island, and Bougainville until 8 August.

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## HISTORY OF USS BOWFIN (SS 287)

Completing nine war patrols in two years of wartime duty, the submarine USS BOWFIN sent a record number of Japanese ships to the bottom in addition to supplying guerilla troops, rescuing aviators and laying mines.

The keel for USS BOWFIN went down in the Portsmouth, New Hampshire Navy Yard on 23 July 1942, and she was launched on the first anniversary of the Pearl Harbor attack. Mrs. James O. Gawne, wife of Captain J. O. Gawne, USN, christened the new submarine USS BOWFIN, taking the name from a fresh water fish found in the Great Lakes and Mississippi Valley. Provided with lung-like tissue by means of which it can respire air, the Bowfin can breathe either in or out of water. It is the only extant fish of this type.

USS BOWFIN was placed in commission on 1 May 1943, with Commander Joseph H. Willingham in command. After her fitting out, she spent three days at Newport, Rhode Island making torpedo firing tests and then proceeded to New London, Connecticut to complete her training and shakedown schedule. Early in July BOWFIN began her voyage to the Panama Canal and, after a five day loading period, departed for Brisbane, Australia.

On 25 August 1943, the slim marauder slipped out of Port Darwin, Australia, for her first war patrol. After patrolling for a month in the South China Sea, BOWFIN, operating with the submarine BILLFISH, made her first convoy attack on 25 September.

The convoy was first sighted at 0940 and was found to consist of three transports, a cargo vessel and a tender acting as escort. Making a submerged approach, the submarine worked in between the lines of the convoy, and fired four torpedoes at the largest vessel and two of the transport trailing her.

Swinging sharply, BOWFIN loosed four stern torpedoes at the tanker, immediately adding the remaining two to cover her escape attempts. The periscope was kept up long enough to see the first target, a modern freighter, take three hits which started her burning furiously. One of the torpedoes fired at the transport struck home, followed immediately by another which crashed just abaft the stack. Two of the six torpedoes fired at the tanker were heard to explode, but gunfire from the escort forced BOWFIN to dive before results could be observed.

BILLFISH then took up the attack as BOWFIN reloaded. Coming in periscope depth again, BOWFIN sighted a tremendous column of smoke, with debris covering the area. Pursuing the convoy until early the next morning, BOWFIN regained contact, but was detected by radar and eluded.

HISTORY OF USS BRACKETT (DE 41)

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5 USS BRACKETT was built by the Puget Sound Navy Yard, Bremerton, Washington. Her keel was laid on 12 January 1943 and she was launched on 1 August with Mrs. George G. Brackett, mother of the ship's namesake serving as sponsor. The destroyer escort was commissioned on 18 October 1943 with Lieutenant John H. Roskilly, Jr., as her first commanding officer.

The ship was named in honor of Lieutenant Bruce Godfrey Brackett, USNR, who was awarded the Silver Star Medal posthumously for his heroic action in the South Pacific prior to his death on 15 January 1943. His citation reads as follows:

"For conspicuous gallantry and intrepidity in action against enemy Japanese forces in the Solomon Islands from December 16, 1942 to January 14, 1943. During this period of intense activity, Lieutenant Brackett, utterly disregarding his own personal safety, displayed extraordinary courage as pilot of a patrol plane, repeatedly participating in hazardous night actions despite extremely unfavorable weather conditions. On twelve occasions he particularly distinguished himself when, in the face of heavy anti-aircraft fire, he assisted in the vital offensive operations of our PT boat squadrons by illuminating evasive hostile targets. Throughout the entire series of furious engagements with a grimly determined enemy, Lieutenant Brackett carried out his missions with exceptional initiative and heroism. He gallantly gave his life in the service of his country."

After acceptance trials in Puget Sound, BRACKETT sailed for San Diego, California for her shakedown cruise. On 21 December 1943 she steamed to Pearl Harbor for duty with the Pacific forces. Additional training in that area was held in preparation for the Marshall Islands campaign. On 24 January 1944, BRACKETT arrived Funi Futi, Ellice Islands and reported to Task Group 16.10. She was then ordered to Majuro Atoll on 4 February and began escort duty between the Marshall, Gilberts and Ellice Islands.

In late May she returned to Pearl Harbor for repairs and while there, she effected engine repairs. Lieutenant Commander J. H. Roskilly, Jr., was relieved as commanding officer by Lieutenant Commander A. C. Reed, Jr., at this time.

USS BRACKETT returned to the forward area, arriving at Saipan on 13 July 1944 during the capture phase and commenced escort and guard duty between Eniwetok and Saipan. On 28 July an underwater sound contact was made and after several attacks, underwater explosions were heard. However, no visible evidence of a positive submarine sinking was observed.



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## HISTORY OF USS BRAXTON (APA 138)

The auxiliary attack transport USS BRAXTON was built by the California Ship Building Corporation at Wilmington, California, in 1944 and was named for Braxton County in the State of Virginia. USS BRAXTON was commissioned on 29 December 1944 at Terminal Island, San Pedro, California, with Commander W. L. Bray, becoming her first commanding officer.

After a fitting out period, USS BRAXTON sailed on 9 January 1945 under orders from Commander San Pedro Shakedown Group on her shakedown cruise in the Long Beach area.

On 14 January 1945, during BRAXTON's shakedown off Long Beach, she collided with the tanker SS MISSION CAPISTRANO in a heavy fog. The collision caused damage to two landing craft, three life rafts, and minor hull damage to BRAXTON.

USS BRAXTON sailed from Long Beach on 22 January 1945 enroute to San Diego, California, and reported the following day to Commander Amphibious Training Command, Pacific Fleet for duty.

USS BRAXTON conducted amphibious operations off the coast of California during the latter part of January, and the first part of February 1945. BRAXTON then sailed for San Francisco on 19 February 1945, arriving there on the 20th. It was here that Commander Earl W. Glines, USNR, reported on board and assumed duties as commanding officer of USS BRAXTON.

Commander Western Sea Frontier ordered USS BRAXTON underway on 24 February 1945, enroute to Pearl Harbor, Hawaii.

Upon the ship's arrival in Pearl Harbor on 1 March 1945, she disembarked passengers consisting of 3 Wave Officers, 83 enlisted Waves and 40 enlisted men. She remained in the Hawaiian area during the month of March, and conducted amphibious operations off the island of Maui.

BRAXTON sailed on 9 April 1945, in company with convoy PD372-T, which consisted of USS BOTTINEAU, SS SEA FLASHER, USS FIXITY and USS INAUGURAL, enroute to Eniwetok, Marshall Islands.

The convoy arrived at Eniwetok Atoll on 18 April 1945, and sailed the following day for Saipan. USS CHANCE and USS PCE-898 joined the convoy at Eniwetok.

The convoy arrived in Guam on 26 April 1945, where BRAXTON disembarked 4 naval officers, 2 army officers, 82 army enlisted men, 11 enlisted coast guard personnel, and 70 civilians.

On 1 May 1945, USS BRAXTON received 5 Marine Officers, 120 enlisted Marines, plus 220 casualties for transportation to Pearl Harbor.

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HISTORY OF USS BRAZOS (AO 4)

USS BRAZOS, a veteran of 27 years in the Navy, operated throughout World War II in the Pacific Service Force, supplying fuel oil to the combatant forces.

The oiler was built at the Navy Yard, Boston, Massachusetts where her keel was laid on 21 June 1917. The ship was launched on 1 May 1919 with Miss Catherine Rush, daughter of the Navy Yard Commandant, serving as sponsor. USS BRAZOS was first placed in commission on 1 October 1919.

The ship was named for the Brazos River, flowing through Texas.

When the Japanese struck at Pearl Harbor, USS BRAZOS was engaged in ferrying fuel between the West Coast of the United States and the Aleutians. She continued in this vital duty until February 1945. USS BRAZOS, under the command of Commander Richard P. Glass, USN, called at San Diego, Seattle, San Francisco, Attu, Kodiak, Dutch Harbor, Massacre Bay and other Alaskan ports. Commander Glass was relieved by Lieutenant Commander R. S. Hanson, USNR on 23 July 1943. Lieutenant Commander Gustav A. Haussler, USNR, assumed command on 17 November 1944.

In February 1945, the ship broke out of her established run, and was ordered to the forward areas. She left Seattle, Washington on 15 February bound for Pearl Harbor, arriving nine days later. On the 27th she departed from Pearl Harbor enroute to Eniwetok in the Marshall Islands.

After calling at Eniwetok and Ulithi, BRAZOS joined a convoy for Okinawa, dropping anchor in Kerama Rhetto on 29 March. She continued in this area, refueling ships of the United States Pacific Fleet until 25 July when she was ordered back to Ulithi.

During her stay at Okinawa, BRAZOS was commended by Rear Admiral I. N. Kiland expressing "appreciation for excellent services performed...under trying and difficult circumstances," and adding, "The results of your efforts contributed materially to the success of the operations" at Okinawa Gunto.

From Ulithi, BRAZOS was ordered to Leyte Gulf for an availability, following which she was to return to Okinawa late in September. A typhoon forced her to change course, and she was then sent to the aid of Convoy 10K-34, which had been scattered by the typhoon. Taking USS CORUNDUM in tow, she returned to Subic Bay, again getting underway for Okinawa on 8 October. After a short voyage to Japan, she returned to the United States, arriving in San Francisco on 26 November 1945. She was decommissioned on 8 February 1946, and sold by a directive of January 1947.

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# HISTORY OF USS BRECKINRIDGE (AG 112) (EX DD 148)

Launched shortly before the close of World War I, the destroyer USS BRECKINRIDGE returned to active duty at the threat of World War II, serving throughout the war in the Atlantic and Caribbean.

The keel for USS BRECKINRIDGE was laid at the William Cramp and Sons yard at Philadelphia, Pennsylvania on 11 March 1918. The ship was launched on 17 August 1918 and christened by Miss Dudley Breckinridge. USS BRECKINRIDGE was commissioned on 27 February 1919.

USS BRECKINRIDGE was named for Ensign Joseph Breckinridge, who was lost overboard from USS CUSHING on 11 February 1898. Commissioned in 1897, he made his first cruise after graduation on the battleship TEXAS, where on several occasions he displayed remarkable coolness and ability in emergencies. On one occasion when the ammunition hoist gave way he prevented the shot from falling into the powder, saving the ship from a disastrous explosion. He rescued many shipmates from drowning, but was washed overboard and drowned himself while serving in CUSHING.

After a period in rotating reserve, USS BRECKINRIDGE was placed in commission on 4 October 1939 at the Philadelphia Navy Yard.

The old destroyer operated in the Caribbean Sea Frontier from the beginning of the war until December 1943. Lieutenant Commander Carl M. Dalton, USN, was in command at the outbreak of hostilities, and was relieved by Lieutenant Lee G. Bird, USNR, on 31 May 1942. Lieutenant Commander H. S. Wygant, USN, assumed command on 30 June 1942, and turned the command over to Lieutenant Commander Frank R. Arnold, USN, on 16 February 1943.

After an overhaul in the Navy Yard at Charleston, South Carolina, BRECKINRIDGE underwent a refresher training period and then joined Task Group 21.13, an anti-submarine group around the escort carrier CROATAN for mid-Atlantic submarine sweeps.

The group left Bermuda on 19 January 1944 and cruised across the Atlantic to Casablanca, arriving on 4 February. The ships departed three days later and began searches in the Eastern Atlantic.

The first enemy contact came on the morning of 15 February when a German submarine was caught on the surface and attacked by a torpedo bomber from CROATAN. After a terrific explosion, no trace of the U-boat could be found other than a persistent oil slick.

From 17 to 22 February the Task Group searched for another submarine which was reported moving toward the Caribbean. As no definite contact could be made, the group went on to San Juan, Puerto Rico, and refueled there on the 25th.

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HISTORY OF USS BREESE (DM 18) (EX DD 122)

The history of the destroyer minelayer USS BREESE dates back to World War I. The keel of USS BREESE was laid on 10 November 1917, and she was launched on 11 May 1918. Sponsor at the launching ceremony was Mrs. Gilbert Mallwahe (Elizabeth Breese) daughter of the ship's namesake. BREESE was constructed by the Newport News Ship Building Company, Newport News, Virginia. She was first commissioned on 23 October 1918. Constructed as a destroyer, BREESE was converted to a minelayer in 1931.

BREESE was named in honor of Captain Knicker Randolph Breese, USN, who was born in Philadelphia in 1831. He commanded a naval squadron, and served with distinction during the War Between the States.

Decommissioned in 1937, USS BREESE was recalled from "red lead row" in San Diego, California, and in 1939, was again placed in commission. She was then commanded by Lieutenant Commander W. J. Longfellow, USN.

In 1940, USS BREESE was assigned duty on neutrality patrol off the Northwest Pacific Coast, making frequent visits to Bremerton, Astoria, San Francisco, and Portland.

During this period, one notable event took place. BREESE was used by the late Lieutenant General Simon Bolivar Buckner and Captain Ralph C. Parker, USN, (Ret.) in making an inspection tour of the island bases in Alaska, and the Aleutian Islands.

In December 1940, USS BREESE passed under the Golden Gate Bridge, and headed for Pearl Harbor. It was 42 long and war-filled months before USS BREESE again returned to the West Coast.

During the next 12 months, USS BREESE took her place among the units of the "Pineapple Fleet", operating with the Pacific Destroyer Force and participating in fleet maneuvers, training exercises and patrol missions.

The Japanese strike at Pearl Harbor found USS BREESE moored to the ready duty buoy. The first day was auspicious...she shot down and was officially credited with one Japanese plane.

The several months that followed were filled with the monotony and routine of the constant "off-shore" patrol, maintained to combat enemy submarines known to be lurking off the Hawaiian coast.

Frequently a reported sound contact sent USS BREESE to battle stations and resulted in the rumble of many depth charges.

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## HISTORY OF USS BRETON (CVE 23)

The escort aircraft carrier USS BRETON was constructed by the Seattle-Tacoma Ship Building Corporation, Tacoma, Washington, during the year 1942. USS BRETON was named for a Sound off the coast of Louisiana. Launched on 27 June 1942, the ship was sponsored by Mrs. A. H. Rooks, widow of Captain Rooks, USN.

The escort carriers performed three important functions in World War II. They operated as combat carriers in support of landings on enemy-held territory; as "hunter-killer" in anti-submarine warfare in the Atlantic; as training ships to provide combat squadrons with experience in carrier operations; and as transport carriers to provide aircraft, personnel and cargo to the fleet directly or to advance bases.

The part played by USS BRETON was principally the latter. She supplied units of the fleet engaged in making strikes on the enemy in the Western Pacific, as a part of Carrier Transport Squadron, Pacific. This Squadron was the logistic key to support of the fast carrier task groups. One of the wonders of World War II was the continuous support of the combatant forces over vast reaches of the Pacific in the forward areas. This enabled the U. S. Navy to maintain a continuous striking power to keep the enemy relentlessly off balance until the final victory was won.

USS BRETON was placed in full commission as an auxiliary aircraft carrier on 12 April 1943. Captain E. C. Ewen, USN, assumed the first command of the ship.

During the months of April, May and June of 1943, USS BRETON operated in and around San Francisco and San Diego, California. Commander Fleet Air, West Coast, ordered USS BRETON underway during the month of July for Pallikula Bay, Espiritu Santo Island. She arrived on 1 August 1943, and remained there in shore-based status until 16 October 1943.

Commander THIRD Fleet ordered BRETON and BALLARD underway on 16 October for Pearl Harbor via North Fijis and Tutuila. BRETON arrived on 25 October in Pearl Harbor, and commenced loading 300,888 gallons of fuel.

Commander Air Force Pacific Fleet ordered BRETON underway again on 30 October 1943, enroute to Espiritu Santo, N. H. BRETON anchored in Turtle Bay, Espiritu Santo on 10 November.

BRETON and TRACY got underway on 12 November for Efate, New Hebrides on orders of Commander South Pacific.

BRETON sailed for Pearl Harbor again under orders from Commander Task Unit 34.5.9, in company with USS BIRMINGHAM, USS

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## HISTORY OF USS BRISTOL (DD 405)

A veteran in the Mediterranean theater of operations from the outbreak of war, USS BRISTOL met her fate at the hands of a German submarine in that same body of water on 13 October 1943, while most of her weary crew was trying to get some well-earned sleep. Through the orderly training and unselfish efforts of her crew, the casualty list was relatively small, considering the sudden manner in which she was sunk.

USS BRISTOL was built by the Federal Shipbuilding and Drydock Company, Kearny, New Jersey. Her keel was laid on 2 December 1940, and she was launched on 25 July 1941. Mrs. Powell Clayton of Washington, D. C. served as sponsor at the launching.

The destroyer was named in honor of Rear Admiral Mark L. Bristol, USN. Admiral Bristol served a total of 49 years on active duty, retiring in 1932. He was associated with or in charge of many of the modern developments of guns, ammunition and torpedoes. He also assisted in placing in operation the torpedo factory at Newport, Rhode Island.

In 1913 he was specially charged with development of aviation in the Navy, and in the following three years established the Aviation Station in Pensacola as a school and for experimental development. He inaugurated a school in free ballooning; obtained by purchase the first dirigible for the Navy, a small blimp; and installed a catapult on USS NORTH CAROLINA for launching airplanes from a ship.

Admiral Bristol served as High Commissioner to Turkey with rank of Ambassador for eight years. He ended his career as Chairman of the General Board in the Navy Department.

USS BRISTOL was commissioned on 21 October 1941, with Lieutenant Commander C. C. Wood as her first commanding officer. Shakedown cruise followed in the Chesapeake and Casco Bay, Maine areas. While still on her shakedown cruise, the Japanese attacked Pearl Harbor. At 1443 on 7 December 1941, the Secretary of the Navy sent a dispatch to all ships and stations notifying them of the Pearl Harbor attack. USS BRISTOL operated out of Norfolk for the remainder of the month on training duty.

Late January and early February 1942 found her as plane guard for the carrier USS WASP. In late February she was assigned South Atlantic Patrol duty and in March she joined an escort group. Several escort voyages followed with the principal ones going to the United Kingdom. On 9 April 1942, while returning to Boston from Londonderry, Ireland, one of her seamen died of a perforated appendix. The remainder of the voyage was uneventful and she arrived at Boston two days later.



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## HISTORY OF USS BROWNSON (DD 518)

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Caught by three Japanese dive bombers off Cape Gloucester, USS BROWNSON was bombed and sunk on 26 December 1943 with the loss of 108 men.

USS BROWNSON was built by the Bethlehem Steel Company of Staten Island, New York, where she was launched on 24 September 1942. Mrs. Cleland F. Baxter, granddaughter of the ship's namesake, christened the new destroyer. BROWNSON was placed in commission on 3 February 1943 as Lieutenant Commander J. B. Maher, USN, assumed command.

The destroyer was named for Rear Admiral Willard H. Brownson, commander in chief of the Pacific Fleet in 1906-07 and subsequently appointed Chief of the Bureau of Navigation. Rear Admiral Brownson held the Civil War medal, the Spanish Campaign medal, and the Order of the Legion of Honor, rank of Chevalier, conferred upon him by the French government.

While USS BROWNSON was at anchor in Gravesend Bay, Long Island and engaged in loading ammunition, on 14 February, she was struck by the steamship SS PEARSON, whose anchor was dragging. Superficial damage resulted, but after an inspection, USS BROWNSON proceeded on her shakedown cruise.

After completing her shakedown off Guantanamo Bay, Cuba, the ship returned to the Brooklyn Navy Yard for a post-shakedown availability. She then operated off the East Coast until 28 April 1943, when she got underway with a convoy for Casablanca, arriving on 11 May. Returning to New York on the 31st, she was ordered to the Pacific.

Training exercises followed until 11 July, when USS BROWNSON departed from San Francisco, California, escorting a convoy to an ocean rendezvous. Turning her convoy over to another division of destroyers on the 18th, she returned to San Francisco five days later.

The ship next set course for Adak, Aleutian Islands, escorting USS U.S. GRANT. She then operated in the Aleutian area on escort duty, screening USS SANTA FE during her bombardment of Kiska Island prior to the landings there. Her next operation was transporting the Assistant Secretary of War, the Commanding General, Western Defense Command and Fourth Army, Major General G. R. Pearkes of the Canadian Army, the Chief of Staff, Alaska Defense Command and Colonel W. P. Scobey, General Staff Corps, to attend a conference with Commander Amphibious Forces, Pacific on board USS PENNSYLVANIA.

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### HISTORY OF USS BRYANT (DD 655)

The destroyer USS BRYANT was constructed by the Charleston Navy Yard, Charleston, South Carolina, and was named in honor of Rear Admiral Samuel Wood Bryant. USN, who was born on 24 May 1877, in Washington, Pennsylvania. Admiral Bryant was awarded the Navy Cross while serving as Commanding Officer of USS ALLEN during World War I, which was operating to protect convoys in waters infested with enemy mines and submarines. Admiral Bryant died on 4 November 1938, in Asheville, North Carolina.

The ships sponsor was Mrs. Samuel W. Bryant, widow of Rear Admiral Bryant.

The keel of USS BRYANT was laid on 30 December 1942, and she was launched on 29 May 1943. BRYANT was first commissioned on 4 December 1943.

On 26 January 1944, USS BRYANT sailed for Bermuda and her shakedown training., before sailing to join the Pacific Fleet.

During the fourteen months that USS BRYANT served in the Pacific an enviable record was established. She participated in 7 engagements for which she earned 7 Battle Stars on the Asiatic-Pacific Area Service Medal.

From 12 June to 2 August 1944, BRYANT was engaged largely in screening and radar picket duties at Saipan. Her most vigorous single action came with an aircraft attack by an estimated fifty to sixty enemy planes. The gunfire of USS BRYANT contributed to the destruction of several enemy planes before they could penetrate the screen.

During this period, BRYANT delivered effective shore bombardment against Saipan and Tinian Islands which contributed materially to the success of the Marianas campaign.

From 6 to 20 September 1944, BRYANT gave underwater demolition team support to the amphibious assault on Pelelieu during the Palau operation. Reports from the front lines indicated the call fire delivered by BRYANT to be very effective.

From 12 October to 16 November 1944, in support of the amphibious assault on Leyte Island, Philippines, BRYANT delivered shore bombardment and operated as a fighter director ship. While furnishing close support of the landings on northern Dulag beaches, BRYANT underwent continuous mortar fire.

In operation with the first Mindoro supply echelon, BRYANT was the primary fighter director. On the morning of 22 December



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## HISTORY OF USS BUCKINGHAM (APA 141)

The keel of Maritime Commission hull number 57 destined to become USS BUCKINGHAM (APA 141), was laid on 9 September 1944 at the California Shipbuilding Corporation, Terminal Island, California. The ship, a typical attack transport, was designed and built to put 1500 men and their combat equipment ashore on beaches in any theater of operations using the ship's own landing craft.

USS BUCKINGHAM was christened by her sponsor, Mrs. Lucretia S. Dickey, and launched on 13 November 1944. In early December the ship was towed to the Kaiser Shipbuilding Company at Vancouver, Washington for completion. Her acceptance trials were conducted in the Columbia River enroute to the Astoria, Oregon Naval Station where she was commissioned on 23 January 1945. Captain Henry G. Moran, USN, assumed command.

After loading stores and fitting out, the ship steamed down the West Coast to San Francisco, California, where her allowance of boats were taken on board, and then to San Pedro, California for shakedown. After two weeks of rigid tests and exercises at sea and inspections at anchor, USS BUCKINGHAM was ordered to San Diego for amphibious training. After her post-shakedown availability, the transport proceeded to San Francisco for her first assignment, which proved to be transporting a cargo of ammunition and explosives to Pearl Harbor.

Getting underway on 3 April 1945, BUCKINGHAM arrived without incident in Pearl Harbor, and unloaded the last of her explosive cargo on the 14th. Two weeks later she embarked a full load of cargo and 1483 men and set sail for Guam and Saipan. News of VE Day was received enroute. Receiving sailing directions at Eniwetok, the convoy proceeded to Guam, mooring in Apra Harbor on 15 May. The following morning she proceeded to Saipan where passengers including 288 casualties were embarked for Pearl Harbor. Upon her arrival in Pearl Harbor, orders were waiting for the ship to proceed to San Francisco, where she was allowed a two-week availability.

Her repairs completed, USS BUCKINGHAM took aboard a full load of cargo and passengers and departed on 28 June for the Philippines with Eniwetok the first port of call. At Eniwetok, she joined a task unit for Ulithi, proceeding with one escort from there to Manila. Unloading was complete by 28 July and the ship took her departure unescorted for Eniwetok.

Reaching Eniwetok on 5 August, the ship refueled and took aboard a number of casual passengers. The next morning course was set for San Francisco and after an eleven-day voyage the ship sailed under the Golden Gate. Although the war was over, BUCKINGHAM still was urgently needed, and after a three-day availability, sailed for Pearl Harbor loaded with replacements.

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## HISTORY OF USS BULL (APD 78) (EX DE 693)

The high speed transport USS BULL was authorized during the critical days of early 1943 in answer to the Navy's need for more escorts and high speed transports with which to protect convoys moving toward the European theater of operations.

USS BULL was built by the Defoe Shipbuilding Company in Bay City, Michigan in 1943. Her keel was laid on 14 December 1942, and she was launched on 25 March 1943. The sponsor of the ship was Mrs. Ruth P. Bull, widow of Lieutenant (jg) Richard Bull, USNR, for whom the ship was named.

USS BULL was floated down the Mississippi River in July 1943 to Algiers, Louisiana, and was the first ship of its kind to make the voyage down the Mississippi River. At Algiers, BULL was fitted out, the crew moved aboard, and on 12 August 1943, Lieutenant D. W. Farnham, USNR, assumed command upon her commissioning.

After trials and calibrations had been completed, BULL departed from Algiers and by 28 August was enroute to Bermuda for shakedown.

On 4 October 1943, she arrived at Boston, Massachusetts from Bermuda. By this time she had already completed her first convoy assignment, having escorted the transport SS WASHINGTON to Norfolk from Bermuda. At Boston, a post shakedown availability was granted after which she reported to New York for extended duty.

On 18 October 1943, BULL sailed southward to Curacao, Dutch West Indies and then to Londonderry, North Ireland.

Returning to New York on 27 November, she underwent a short availability. She then received orders to sail for Cape Cod Bay to commence operating as the towing ship for target spars used by Navy planes practicing radar and dive bombing tactics.

On 12 December, Lieutenant Farnham was relieved as commanding officer and his former executive officer, Lieutenant J. B. McLaughlin, USNR, assumed command of USS BULL.

The ship steamed to New York and on the ninth departed with Task Group 21.9 for Great Britain. A short stay at Londonderry, North Ireland was terminated on 27 January 1944, and Task Group 21.9 put to sea again enroute to New York.

On 3 February, USS BULL passed through a great hurricane, and the hectic return voyage ended on 7 February when Task Group 21.9 steamed into New York. During the voyage, further evidence of the stormy North Atlantic's wrath was presented when BULL picked up the body of a seaman lost in the wreck of a British merchantman.

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## HISTORY OF USS BULLARD (DD 660)

Operating throughout the Pacific as part of the naval forces which struck heavy blows at the enemy from Rabaul to Tokyo, USS BULLARD earned nine Battle Stars on the Asiatic-Pacific Area Service Medal.

The destroyer was built by the Federal Shipbuilding and Dry Dock Company of Kearny, New Jersey. Her keel was laid on 16 October 1942 and her launching took place on 28 February 1943. Mrs. William H. G. Bullard, widow of Rear Admiral Bullard, christened the ship.

The ship was named for the late Rear Admiral William Hannum Grubb Bullard, USN, who commanded USS ARKANSAS during the World War I when his ship was part of the American Division of the Grand Fleet. Later he had command of the American forces in the Eastern Mediterranean and became a member of the Inter-Allied Commission to effect the surrender of the Austro-Hungarian Fleet to the United States. Admiral Bullard died on 24 November 1927.

USS BULLARD was placed in commission on 9 April 1943 at which time Commander Glenn Roy Hartwig, USN, assumed command of the ship. The ship then trained in Long Island Sound, Casco Bay and off New London, Connecticut until 9 May and in Guantanamo Bay, Cuba until 1 June, when she returned to New York.

She then steamed to Norfolk to begin her first assignment, escorting three tankers to Aruba, Dutch East Indies, returning to New York on 28 June 1943. Entering the yard, she underwent a post-shakedown availability until 3 July and then conducted training exercises in Casco Bay, Maine.

On 15 July 1943 Lieutenant Commander Bernard W. Freund, USN, relieved Commander Hartwig as commanding officer in Norfolk, Virginia.

Until August 12 BULLARD operated with WALKER, KIDD, BUNKER HILL and COWPENS at Trinidad, returning to Norfolk on 20 August. She then got underway for the Pacific, passing through the Panama Canal on 25 August. The vessel proceeded to Pearl Harbor where she joined Task Force 14 for an attack on Wake Island on 5 - 6 October. During this operation BULLARD screened various task units consisting of aircraft carriers and light and heavy cruisers. No action with the enemy was encountered by the ship.

After a period of upkeep and training at Pearl Harbor, BULLARD began various exercises in the Fiji-New Hebrides area through 4 November, putting in at Pallikulo Bay for logistics on the 5th. On the 9th she was underway again, steaming in company with fast carrier Task Group 50.3 for an air attack on Japanese shipping in Rabaul Harbor. The carrier planes began the attack on the morning of the 11th, and the enemy struck back at 1335.

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### HISTORY OF USS CALLAGHAN (DD 792)

The last destroyer sunk during World War II, USS CALLAGHAN was struck by a Kamikaze plane off Okinawa on 29 July 1945, just 49 minutes before she was scheduled to start back to the United States.

The ship was built by the Bethlehem Steel Company of San Pedro, California. Her keel was laid on 21 February 1943, and she slid down the ways on 1 August 1943. Mrs. Mary T. Callaghan, widow of Rear Admiral Daniel J. Callaghan, christened the new destroyer. Placed in commission on 27 November 1943, Commander F. J. Johnson, USN, assumed the first command.

The ship was named for Rear Admiral Daniel J. Callaghan, who was killed in action off Savo Island on the night of 12 November on board USS SAN FRANCISCO. For his gallantry in leading his forces to defeat a powerful Japanese invasion force, he was awarded the Medal of Honor.

After her fitting out period, USS CALLAGHAN began her shakedown cruise in the San Diego area on 17 December 1943. After a post-shakedown availability, she left the United States on 5 February 1944 for Pearl Harbor.

Operating out of Pearl Harbor until 28 February, she steamed to Kwajalein and Majuro to join Task Group 50.15. The entire group, which consisted of the heavy cruiser USS CHESTER and the destroyers LONGSHAW, LAWS, McDERMUT and CALLAGHAN, then stood out enroute to a strike area off Palau, Yap, Ulithi and Woleai. On 30 March and 1 April air strikes were launched from escort carriers of the Task Group while CALLAGHAN and other destroyers screened the carriers from submarine attack. The group returned to Majuro on 6 April 1944.

On 12 April the ship was underway again, and on 18 April joined Task Group 58.2, acting as picket ship during air operations. The ships were back in Manus on 20 April and two days later CALLAGHAN was underway again, escorting tankers to a rendezvous with the fast carrier task force, returning on the 27th.

On the following day the ship departed for Pearl Harbor, escorting tankers returning to the United States for replenishment. After a five-day tender availability, the destroyer began operating with the carrier USS WHITE PLAINS during training exercises. She rescued two pilots before returning to Pearl Harbor. On 30 May 1944 she got underway for Eniwetok, picking up a carrier pilot on 3 June.

On 11 June she sortied from Eniwetok screening the escort carriers MIDWAY, WHITE PLAINS and KALININ BAY as they operated



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# HISTORY OF USS CAMBRIA (APA 36)

Built by the Maritime Commission and acquired by the Navy in 1943, USS CAMBRIA earned six Battle Stars for her service as an attack transport during World War II.

The ship was built by the Western Pipe and Steel Company of San Francisco, California, as SS SEA SWALLOW and later named for Cambria County, Pennsylvania. She was acquired by the Navy on 4 May 1943, and placed in ferry commission as (AP 81). Her ferry crew took her to New York, where on 10 November 1943 she was placed in commission as (APA 36). Captain Charles W. Dean, USCG, assumed command.

After shakedown training in the Hampton Roads area and an availability at the Portsmouth, Virginia, Navy Yard, CAMBRIA got underway on 11 December 1943 for the Pacific. She arrived at Pearl Harbor on New Year's Day and, after further training, left for the Marshall Islands campaign on the 23rd. The landings at Majuro on 31 January 1944, met with no enemy resistance, and the ship proceeded to Kwajalein, arriving two days after the first assault waves had gone ashore.

Eniwetok was next, and the ship arrived on D-Day, 17 February. During the landings CAMBRIA functioned as a flagship, provided landing boats and crews, and landed the troops and equipment which she had embarked. The island was declared secure on the 22nd and on 5 March the ship departed for San Francisco for repairs and alterations.

Out of the yard on 1 May, the ship sailed for Pearl Harbor, where she remained until the 30th, when she sailed for Eniwetok to stage for the assault and capture of the Marianas. Saipan, the first objective, was the key to the Japanese defenses. Heavily fortified, it was an ideal place for defense. After heavy pre-invasion bombardment, the invasion fleet, including CAMBRIA, launched the first assault waves on 15 June.

CAMBRIA was again an amphibious flagship, this time furnishing the headquarters for the Commander of Task Group 52.2. Her boats were busily engaged in transferring troops to the LVTs and in landing those embarked to CAMBRIA. The ship also took aboard 715 casualties during the 24 days that fighting raged ashore.

Tinian, located across a narrow channel south of Saipan, was taken by the same forces who had subdued Saipan. The landings began early on 24 July and by 1 August the island was secure. CAMBRIA was flagship for the Commander of Task Force 58 during this assault, and handled 613 casualties.

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### HISTORY OF USS CAPE ESPERANCE (CVE 88)

As United States forces spread across the Pacific, striking rapidly at widely-spread targets, maintaining almost continuous contact with the enemy for weeks at a time, it became increasingly imperative to find a method of keeping them supplied without time-consuming returns to rear bases.

The supply force became the Navy's answer to the question of maintaining fighting efficiency far from secure bases. Ships of the supply force made repeated rendezvous with the combatant forces, supplying them with fuel, ammunition, planes, replacements and other necessities of war.

USS CAPE ESPERANCE was one of the escort carriers used in this type of work. Commissioned in 1944, she served as an aircraft transport throughout the war and was later transferred to the Military Sea Transportation Service.

The ship was built by the Kaiser Ship Building Company of Vancouver, Washington in 1943 as Maritime Commission Hull 1125. When the vessel was launched on 3 March 1944, Mrs. William M. McDade, wife of Captain W. M. McDade, USN, served as sponsor.

USS CAPE ESPERANCE was placed in commission on 9 April 1944 at Astoria, Oregon, and Captain R. W. Bockius, USN, became her first commanding officer.

The ship was named to commemorate the Battle of Cape Esperance, 11-12 October 1942. During this battle a strong Japanese force was trapped while landing reinforcements on Guadalcanal and a fierce 27-minute battle was fought at point-blank range. The Japanese fled, only to be followed in daylight by Allied planes which inflicted further damage. The enemy lost eight ships sunk and three damaged; against one U. S. destroyer sunk.

After her shakedown cruise off San Diego, USS CAPE ESPERANCE began her maiden voyage across the Pacific on 26 May 1944, enroute to Espiritu Santo, New Hebrides Islands. Arriving on 12 June, she departed a week later with a load of aircraft being returned for repairs. Calling at Pago Pago, she arrived in San Francisco, California on 6 July 1944.

CAPE ESPERANCE began her second cruise to Espiritu Santo on 3 August, with a load of planes and passengers. Fifteen days later she anchored in Pallikulo Bay, Espiritu Santo, to disembark passengers and load cargo. The following day she got underway for Finschhafen, New Guinea, but was re-routed to Guadalcanal. Passing close to Cape Esperance, scene of the naval engagement from which she derived her name, the ship dropped anchor at Kukum, Guadalcanal.

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## HISTORY OF USS CAPELLA (AK 13)

The auxiliary cargo vessel USS CAPELLA was constructed by the American International Shipbuilding Corporation, Hog Island, Pennsylvania, and was named for a star. She was built during 1921, and was acquired on 29 October 1921. CAPELLA was first commissioned on 8 December 1921.

When World War II commenced, the cargo vessel was enroute from Hoboken, New Jersey, to Argentia, Newfoundland, operating under the Naval Transportation Service, Atlantic Fleet. Commander Charles F. Mackling, USN, served as commanding officer of CAPELLA during this period.

After this voyage, she returned to Baltimore, Maryland where she remained until early April 1942. CAPELLA then continued to operate out of Baltimore, Maryland during most of World War II.

In April, CAPELLA made voyages to Norfolk, Narraganset Bay, and New York. She remained in New York until 20 May 1942 when she sailed for Norfolk, Virginia, and Cristobal, Canal Zone in convoy.

During July, August, and September of 1942, CAPELLA continued to operate under the United States Naval Transportation Service Atlantic Fleet, making cruises to Cuba, Norfolk, San Juan, and New York.

She arrived in New York on 3 September, and after discharging cargo, CAPELLA was given an immediate availability at the Todd Shipbuilding Corporation, Erie Basin, New York. This was necessary for replacing a towing engine and to make voyage repairs.

The cargo vessel got underway again on 20 September 1942 for Norfolk, Virginia. She then returned to New York on the 22nd, prior to sailing for Guantanamo Bay, Cuba.

During October, November and December 1942, CAPELLA transported cargo to Guantanamo Bay, San Juan, Antiqua, Trinidad, and Panama, returning to the Navy Yard, Philadelphia, in December for ten days availability.

When 1943 rolled around, CAPELLA made voyages to Cuba and San Juan, and returned to Baltimore on 27 January.

She remained in Baltimore until 20 February when she made a voyage to Norfolk and New York. CAPELLA joined Convoy GAT 48 on early March which took her to the Port of Spain, Trinidad, arriving there on the 12th.

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### HISTORY OF USS CAPRICORNUS (AKA 57)

During her service with the amphibious attack forces, the attack cargo ship USS CAPRICORNUS earned four Battle Stars for landings in the Philippines and at Okinawa.

The ship, affectionately known as "Scrappy Cappy," was built by the Moore Drydock Company of Oakland, California, as SS SPITFIRE. Mrs. John E. Mock sponsored the ship when she was launched. Acquired by the Navy on 25 November 1943, she was ferried to Portland, Oregon for conversion.

The ship took her name from the constellation Capricornus.

USS CAPRICORNUS was placed in commission on 31 May 1944 with Lieutenant Commander Benjamin F. McGuckin, USNR, as the first commanding officer. After further outfitting, the ship put to sea on 12 June, bound for her shakedown cruise off San Pedro, California. These exercises lasted through 2 July, whereupon the vessel sailed to San Diego for a week of training exercises followed by a post-shakedown availability at Terminal Island.

Following her availability, the ship made a voyage to Pearl Harbor between 22 July and 7 August. Five days after her return, she was again underway for Pearl Harbor, proceeding from there to Eniwetok and then to Manus, Admiralty Islands. From Manus, the ship sailed for her first amphibious assault, the invasion of Leyte, Philippine Islands.

As part of a powerful armada of over 600 ships, CAPRICORNUS entered Leyte Gulf on 20 October 1944. Working around the clock, she quickly unloaded and cleared the area for Hollandia, New Guinea on 24 October. Arriving five days later, she used the time through 2 November for rest and replenishment. On the third the ship got underway in company with USS ELLIOTT for Wakde Island to load personnel and equipment of the FIFTH Airforce, U.S. Army.

A sudden storm at Wakde nearly forced her aground, but the ship managed to get out to sea to ride out the gale, and then returned to Hollandia. Just before getting underway from Hollandia enroute to Leyte a serious fire broke out in the smoke float locker and was brought under control only after jettisoning 90 floats, most of which had been received that morning.

"Scrappy Cappy" came under several air attacks during her convvoy voyage to Leyte, and was credited with an assist in downing a Japanese torpedo plane. She arrived in Leyte Gulf on the 14th, shortly after two Japanese submarines had been sunk by U.S. destroyers. Unloading was completed the following day and the formation was again underway for Hollandia. CAPRICORNUS was diverted enroute to Manus, however, and received a week of rest and recreation interspersed with logistics.

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## HISTORY OF USS CARROLL (DE 171)

On 21 June 1943, USS CARROLL, a destroyer escort named for Lieutenant H. F. Carroll, killed in the sinking of USS ASTORIA in the Solomons, was launched by the Federal Shipbuilding Company at Port Newark, New Jersey. Lieutenant Carroll's mother, Mrs. H. F. Carroll, Sr., christened the vessel as it began a career which included war service in both the Atlantic and Pacific Oceans.

USS CARROLL was later towed to the Norfolk Navy Yard, Portsmouth Virginia where she was placed in commission on 24 October 1943. Lieutenant Commander F. W. Kuhn, USN, was the first commanding officer.

After six weeks of shakedown in the Bermuda Area, CARROLL joined Escort Division FIFTEEN and spent sixteen months escorting convoys from various United States ports to the Mediterranean. During this period she crossed the Atlantic sixteen times. No enemy action was encountered in these crossings except an attack by a group of German planes off Algeria on the night of 1 August 1944. In the face of effective gunfire by other ships of the task force, the planes turned back before reaching the convoy.

On 4 September 1944, in the Boston Navy Yard, Lieutenant Commander Wat C. Cluverius, Jr., USNR, relieved Lieutenant Commander Kuhn as commanding officer.

At the end of the war in Europe CARROLL was escorting convoy GUS 85, a few days out of New York. On arrival in port she was granted an eighteen day availability in the New York Navy Yard in preparation for Pacific duty.

On 10 June 1945, CARROLL passed through the Panama Canal with Escort Division FIFTEEN, one of the first destroyer escorts transferred from the Atlantic to the Pacific as the result of Germany's capitulation.

CARROLL's Pacific duties included anti-submarine patrol, radar picket stations and air-sea rescue. Following the Japanese surrender CARROLL participated in the surrender ceremonies for the islands of Sonsoroi, Fana, Tobl and Merir in the Western Carolines. Later she supervised the evacuation of Japanese troops from these islands.

On 3 November 1945, CARROLL left the Palau Islands and set course for the East Coast to prepare for inactivation. As of February 1953, the ship is out of commission in reserve, assigned to the Florida Group Atlantic Reserve Fleet.

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## HISTORY OF USS CASABLANCA (CVE 55)

The escort carrier USS CASABLANCA was constructed during the year 1943 by the Kaiser Ship Building Company, Vancouver, Washington, and was named for the battle of Casablanca, North Africa, which occurred in November 1942.

Mrs. Franklin Delano Roosevelt served as sponsor for the escort carrier, which was acquired by the Navy during 1943.

USS CASABLANCA was first commissioned on 8 July 1943, at Astoria, Oregon, where the Commandant THIRTEENTH Naval District placed her in commission. Captain (then Commander) S. W. Galloway, USN, assumed command the same day.

After a short fitting out period, the escort carrier sailed on 8 August 1943, enroute to Port Townsend, Washington, and Bremerton, Washington.

She remained in the Port Townsend and Tacoma area during the remainder of 1943, operating under Commander Operational Training Command, Pacific, as a training ship for the crews of escort carriers.

The steaming operations in the training program were conducted mostly in the Straits of Juan de Fuca. This training was conducted by USS CASABLANCA through June 1944.

The ship sailed for the Todd Shipyard in Seattle, Washington, on 10 July 1944, for a short availability period. On the 14th, she departed for the Naval Station, Astoria, Oregon, where she underwent a 31-day yard availability.

Upon completion of the availability, CASABLANCA sailed on 16 August for Port Townsend Harbor and Bremerton where she loaded ammunition. The ship sailed for Seattle, where on 19 August, 289 passengers were taken aboard for transportation to Alameda, California. After this short voyage, the escort carrier loaded 350 passengers at San Francisco, plus 88 planes, and 120,811 gallons of gasoline, and sailed the following day for Manus Island, Admiralty Islands.

During this voyage, CASABLANCA operated under Commander Carrier Transport Squadron, Pacific Fleet, with the destroyer escort USS HARMON as escort.

They arrived off Manus Island on 11 September, where the fuel was discharged to USS RIO GRANDE. After the passengers were unloaded, she sailed on the 16th for San Diego, California. Enroute to the United States, numerous rounds of ammunition were expended for gunnery training.



## HISTORY OF USS CASE (DD 370)

World War II began with ferocious abruptness for the destroyer USS CASE when Japanese planes suddenly appeared over Pearl Harbor, wreaking havoc among ships of the U. S. Pacific Fleet. Before the war was over, she had earned seven Battle Stars for Pacific duty.

The ship, named for Rear Admiral Augustus Ludlow Case, Commander in Chief, U.S. Navy, during the Civil War, was built in the Boston Navy Yard at Boston, Massachusetts. Her keel was laid on 19 September 1934, and she was launched almost a year later on 14 September 1935, Miss Muriel Rogers Case, great granddaughter of Admiral Case, christened the ship. USS CASE was placed in commission on 16 September 1936.

The morning of 7 December 1941 found CASE alongside USS WHITNEY in Pearl Harbor undergoing an overhaul together with four other destroyers, CONYNGHAM, REID, TUCKER and SELFRIDGE. Her machinery was torn down, and the sights of two 5-inch guns were dismantled, but she opened fire within four minutes with her .50 caliber machine guns. Two minutes later, three of her 5-inch guns were manned and ready and all five were firing by 1000.

The destroyer nest, credited with shooting down four planes, opened fire at 0808 at enemy planes which appeared over Ford Island, flying low over the nest. The group scored their first kill of the war five minutes later when one plane was shot down by the combined fire of the nest.

Horizontal bombers flew over, followed by strafing planes from the direction of Pearl City. Planes crossing low ahead of the nest were then taken under fire and one burst into flame, crashing and exploding on Aiea Heights.

At 0830 a plane diving toward Ford Island from the Northeast was shot down. Twenty-five minutes later the ships were again attacked, and added one to their tally at 0908 by splashing a plane off the starboard bow. Action continued until 1104, and CASE had her engines ready to get underway by 1600.

From 7 December 1941, until 23 May 1942, the ship was engaged in escort duty between Pearl Harbor and the United States. On the 23rd she departed Pearl Harbor for Alaska via Midway, arriving in Kodiak on the 31st. The ship was used for off-shore patrol and other routine duties until 7 August, when she participated in the pre-invasion bombardment of Kiska.

During this bombardment CASE took an enemy tanker under fire and is credited with sinking it. During the retirement from the area one Japanese float plane appeared, but was driven off by anti-

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HISTORY OF USS CASSIN (DD 372)

Listed as lost after the Japanese attack on Pearl Harbor had left her a tangled mass of twisted steel, USS CASSIN came back to earn 7 Battle Stars for her action against the enemy.

The destroyer CASSIN, second of the name, was built at the Navy Yard, Philadelphia, Pennsylvania. Her keel was laid on 1 October 1934 and she was launched on 28 October 1935. Mrs. Helen Cassin Lombard, a great-granddaughter of the ship's namesake, served as sponsor. The destroyer was placed in commission on 21 August 1936.

The ship was named in memory of Captain John Cassin, USN. Captain Cassin was commissioned in 1799 and served as commanding officer of USS PHILADELPHIA, and of the frigates in ordinary at the Washington Navy Yard and the gunboats at the Norfolk Navy Yard. His last duty was as commanding naval officer at Charleston, South Carolina, where he died in 1882.

USS CASSIN was in drydock, together with the destroyer DOWNES and the battleship PENNSYLVANIA when the Japanese opened their attack on 7 December 1941. Undergoing extensive repairs, she was practically at the mercy of the attackers. DOWNES took the first hit, an incendiary bomb that ruptured her fuel tanks and spread burning oil under both ships. A second bomb struck between the two, and a third hit DOWNES. Both ships were soon burning fiercely, and the flames set off torpedo warheads and fuel oil.

Since the destroyers were receiving all services from the dock, they were severely handicapped in their fire-fighting efforts and finally had to be abandoned. Their crews managed to bring several hoses up from the dock, but the fires were not controlled until the drydock was flooded. CASSIN had slipped from her keel blocks and was resting against DOWNES. Both were in such bad condition that the Navy announced their loss in the official communiques regarding the disaster.

But the ship, commanded by Lieutenant Commander D.F.J. Shea, USN, was not to be counted out. After a few months of salvage operations, she was towed to the Mare Island Navy Yard, San Francisco California, and rebuilt. On 19 June 1943, she was relaunched, and on 5 February 1944 she was again placed in commission. She was under the command of Commander V.J. Meolo.

After fitting out and shakedown, CASSIN departed for Pearl Harbor on 17 April 1944, practically a new ship. After a few days of exercises, she steamed to Majuro Atoll, Marshall Islands, where she took up assignments as ocean escort until mid-August 1944.

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## HISTORY OF USS CASTOR (AKS 1)

Acquired by the Navy from the U. S. Maritime Commission, the SS CHALLENGE, former Cuba Mail Line ship, was renamed USS CASTOR in October 1940. She was named for the star of the same name. On 12 March 1941, after being converted to a general stores issue ship, USS CASTOR was commissioned with Commander Felix Johnson, USN, as commanding officer. About seventy-five per cent of her first crew were taken from the Tenth Fleet Division, Organized Reserve, Naval Militia, Rochester, New York.

The mission of the general stores issue ship is to carry a cargo of general stores, canteen supplies, clothing, accessories and medical supplies to the forward operation areas of the fleet where no advance bases have been established. As such, she is designed to issue one of one hundred units of any of her eight thousand odd items to the smallest or largest ship of the fleet.

In April 1941, USS CASTOR loaded her initial load of stores at the Naval Supply Depot, Norfolk, Virginia and made preparations for her first cruise as a naval vessel. This voyage took her to Charleston, South Carolina, Guantanamo Bay, Cuba and to Colon, Canal Zone. After transiting the Canal she stopped over for three days at Balboa on the Pacific side, then sailed on for San Diego, California, arriving there in May.

There she stopped off her load and stood out for Pearl Harbor. T.H. Most of her stores were discharged at the Navy Yard at Pearl Harbor in July before she returned to the Mare Island Navy Yard.

In August 1941, Commander H. J. Wright, USN, relieved Commander Johnson as commanding officer of USS CASTOR.

The ship then took on her second load of stores and sailed for Pearl Harbor again. After a short issue period there, orders were received to take aboard about 300 Marines to reinforce Wake Island, then to replenish Johnson Island in the Central Pacific. Upon completing those duties she returned to Mare Island again.

This time the bulk of her load was TNT and in late November, the ship sailed again for Pearl Harbor, arriving on 4 December. She was still there early on the morning of 7 December when the Japanese attacked. CASTOR was among those fortunate ships that morning as her position at the pier guarded her from direct bomb hits. However, she was strafed but no casualties resulted and unloading operations were resumed.

On the morning of 18 December CASTOR departed Honolulu enroute to Mare Island again. There she was quickly loaded for another voyage to Pearl Harbor. This voyage, from the time of departure to the time of return, took less than 3 weeks.

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## HISTORY OF USS CATOCTIN (AGC 5)

In her one year in Mediterranean waters, the command ship USS CATOCTIN played host to President Franklin D. Roosevelt, King George VI of England; and Secretary of the Navy James Forrestal, in addition to serving as the flagship for the Commander of the EIGHTH Fleet. Toward the close of the European war she moved to the Pacific, serving at Okinawa and during the occupation of Japanese-held China.

The ship was built by the Moore Dry Dock Company of Oakland, California for the Maritime Commission, who assigned the name SS MARY WHITRIDGE. Miss Alma Morton christened the ship when she was launched on 23 January 1943. Taken over by the Navy, and the ship was renamed USS CATOCTIN after a mountain range in Frederick County, Maryland. The ship placed in commission on the same day, 31 August 1943, under the command of Commander H. B. Olsen, USNR.

Taking on her first load of cargo, the new ship put to sea from Long Beach, California on 14 September 1943, bound for Philadelphia, Pennsylvania. Here she was to undergo extensive conversions to fit her for the task of providing headquarters facilities for fleet commanders in the forward areas. Upon her arrival at Philadelphia, she was placed out of commission on 11 October 1943, as yard workmen swarmed over her, fitting in communications equipment, flag quarters and other additional facilities.

USS CATOCTIN again raised her commissioning pennant on 24 January 1944, when Commander C. O. Comp, USN, assumed command. Her conversion was completed a week later, and she sailed for her shakedown in Chesapeake Bay. Following a post-shakedown availability in the Norfolk Navy Yard, she got underway for the Mediterranean on 5 March.

The flagship operated in North African waters, based at Oran and Algiers, until 8 July, when the Commander, EIGHTH Fleet, shifted his base of operations to Naples, Italy. Prior to her departure, on 10 June, she participated in a mock amphibious landing in the Gulf of Arzew. Shortly after her arrival in Naples another such exercise was scheduled in the Gulf of Salerno, as a giant rehearsal for a still-secret operation.

His Majesty King George VI of England came aboard the command ship at Naples in late July to pay an official visit on Vice Admiral Hewitt, USN, Commander, EIGHTH Fleet.

James Forrestal, Secretary of the Navy, shattered precedent to come aboard as an observer for the assault on Southern France. He boarded the ship a few hours before she weighed anchor on 13 August and steamed into the key position in the 1000-ship armada.

From the flag bridge he watched the opening naval bombardment and saw hundreds of invasion craft streaming toward the beaches. Several air alerts were sounded while he was aboard, and he was on the bridge when a 155 mm shell fell 500 yards from the flagship.

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HISTORY OF USS CAVALIER (APA 37)

Early in 1943 the Western Pipe and Steel Shipbuilding Yards at San Pedro, California, christened the S.S. SEA SWALLOW. Built over a C-3 hull, the newest member of the Maritime Fleet was acquired by the Navy and manned by a ferry crew. Taken to the Bethlehem Shipbuilding Corporation, Hoboken, New Jersey, she was converted to an assault transport.

By 15 January 1944 the conversion was completed and she was placed in commission as a Coast Guard Transport. At that time she was renamed USS CAVALIER and assigned to the Pacific Fleet. Captain R. T. McElligot, USCG, assumed command upon commissioning.

Loading, testing and trial runs followed before the ship reported for duty. Supplies and ammunition were loaded at Bayonne, New Jersey and the Brooklyn Navy Yard. On 27 January the attack transport reported to Hampton Roads, Virginia where she obtained her quota of landing boats prior to going up the Chesapeake Bay for a hurried shakedown cruise.

Four days of availability followed shakedown at the Norfolk Navy Yard and upon completion of minor repairs, USS CAVALIER sailed for Rhode Island where she loaded with Sea Bees. Underway from Rhode Island, she paused one day at Norfolk again, then sailed for the Hawaiian Islands via the Panama Canal. Five more days were spent at Pearl Harbor preparing the ship for her future role in the Battle of the Pacific.

On 1 June 1944 USS CAVALIER sailed from Pearl Harbor as head of the reserve transport group for the Saipan operation. Kwajalein Atoll was utilized as the final staging point before launching the attack against the island. The attack transport arrived off Saipan on 16 June and immediately began putting troops ashore to reinforce the hard-pressed attackers. After retiring from the beach area for the night, she returned the next day to continue unloading.

The sudden approach of the Japanese fleet caused a retirement of the transports and CAVALIER left her landing craft at Saipan. After remaining at sea for a week while the First Battle of the Philippine Sea was being fought and won, she returned to Saipan to complete unloading.

After that operation, she put into Eniwetok for logistics and recreation. There she debarked a large number of Marine casualties which she had received at Saipan. On 10 July she returned to Saipan to plan and load for the assault on Tinian Island.

The attack on Tinian was made on 24 July 1944. USS CAVALIER hovered off the narrow beaches for three days, consolidating the

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### HISTORY OF USS CECIL (APA 96)

The attack transport USS CECIL (APA 96) began her career as SS SEA ANGLER in 1944. After the C-3 hull had been converted, she was placed in commission under the command of Captain Peter G. Hale, USN. For the next 12 months she steamed across the Pacific, participating in the invasions of Iwo Jima and Okinawa.

Built by the Western Pipe and Steel Company of San Francisco, California, for the Maritime Commission, USS CECIL was acquired by the Navy on a Loan Charter Basis and first placed in commission on 27 February 1944. She was named for a county in Maryland.

After commissioning, USS CECIL steamed off the coast of Southern California for her shakedown cruise. This was the first sea duty for most of her officers and men. After shakedown, the ship, along with Transport Squadron 16, embarked the FIFTH Marines at Hilo, Hawaii and set sail for the invasion of Iwo Jima. The troops were put ashore from D-Day, 19 February 1945 to 28 February under the protection of Task Force 58. The ships then screened the invasion to the north, the largest force ever assembled up to that time.

Casualties and prisoners of war were evacuated during the invasion and the ship's medical department treated 278 cases. The ship's mission was accomplished without a scratch and the ship retired to Saipan and Guam to discharge casualties. Captain G. D. Lyon, USN, was in command during the operation, having relieved Captain Hale on 28 December 1944. From Guam the ship proceeded to the Solomons and on to Espiritu Santo to take aboard the 27th Division, U. S. Army, in preparation for the Okinawa operation.

CECIL was again in a transport area off Hagushi beach at Okinawa on 9 April, discharging troops and cargo. The surf was high and enemy air resistance was enough to keep all hands alert. Departing from the transport area on 16 April, the transport again discharged her casualties and prisoners of war at Saipan and Guam. Several days later at a small island in the Carolines, the crew was given an opportunity for recreation. Although the island of Mog Mog is little larger than the flight deck of a big carrier, most of the crew felt that it afforded the best liberty west of Pearl Harbor. Swimming parties and beach liberty was the order of the day for almost a month until 27 May when CECIL entered Philippine waters enroute to Subic Bay, Luzon. Here she carried out a schedule of amphibious training for Army troops in preparation for the forthcoming invasion of Japan.

The Philippine Commonwealth awarded the Philippine Liberation Medal to the crew for their part in the liberation of the islands.



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## HISTORY OF USS CERO (SS 225)

Leaving the sunken hulks of nine Japanese ships to mark her passage across the Pacific, USS CERO (SS 225) completed eight war patrols with a total of 29,900 tons of enemy shipping sunk and 58,500 tons damaged.

The submarine, named for a game fish of the mackerel family common from Florida to Brazil, was built by the Electric Boat Company of Groton, Connecticut. Her keel was laid on 24 August 1942, and she was launched on 4 April 1943. Mrs. Daniel Barbey, wife of Rear Admiral Daniel Barbey, christened the new submarine.

USS CERO was first placed in commission on Independence Day, 1943, with Commander D. C. White, USN, assuming command. The combined shakedown and training period for the submarine and her crew was conducted in the New London, Connecticut area until 17 August when she departed for Pearl Harbor. On 13 September she arrived at Pearl Harbor and was given a short refit. Her final training and loading period was completed on 25 September 1943, and on the next day she sailed for her first war patrol.

The sub was part of a coordinated attack group which included USS GRAYBACK and USS SHAD under the tactical command of Captain C. B. Momsen in USS CERO. On 1 October the three underseas marauders left Midway for the patrol area in the East China and Yellow seas.

As dawn broke on 12 October CERO delivered her first attack, sending six torpedoes after a convoy of three freighters escorted by two destroyers. Three of the deadly missiles scored; two sinking a medium freighter and the third damaging an auxiliary. In a subsequent attack three more hits were obtained on the auxiliary and she was left dead in the water. Depth charge attacks by the destroyers came close but did not damage the sub.

A five-ship convoy blundered across the submarine's path on 4 November, and nine torpedoes fired brought three hits, damaging a large transport and a freighter. After spending 24 days in her patrol area, CERO set course for Midway, contacting a small patrol boat enroute. The boat was attacked on the surface and damaged by four hits from the 4-inch gun before a breakdown in the firing mechanism forced her to withdraw. She arrived in Midway on 16 November, where the Submarine Combat Insignia was awarded for the successful war patrol.

On 27 November 1943, Commander White was relieved by Lieutenant Commander E. F. Dissette, USN, as commanding officer. The ship completed her nine-day training and loading period on 12 December and departed the next day for her area on the Truk-New Ireland route.

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## HISTORY OF USS CHANDELEUR (AV 10)

The seaplane tender USS CHANDELEUR, which operated in the Pacific theater of operations during World War II, was constructed by the Western Pipe and Steel Co., San Francisco, California, during 1941 and was acquired by the Navy on 19 November 1942. The sponsor for the new tender was Mrs. William Shea, wife of Rear Admiral William Shea, USCG.

Named for a Sound eastward of the delta on the Mississippi River, USS CHANDELEUR was first commissioned on 19 November 1942. Captain William Sinton, USN, assumed command of the new seaplane tender.

After CHANDELEUR was commissioned, she started on a series of cargo runs which carried her to Hawaii and the New Hebrides Islands twice. It was over seven months after her commissioning, before she had a chance to do any seaplane tending.

On 14 February 1943, at British Samoa, many months before "Mariner" patrol bombers (PBM's) were commonly in use by the Navy in the Pacific, USS CHANDELEUR hoisted aboard a damaged PBM.

There was a change in command on 21 May 1943, when Captain Albert K. Morehouse, USN, relieved Captain William Sinton, USN, as commanding officer of CHANDELEUR.

On the Fourth of July 1943, USS CHANDELEUR commenced her first seaplane operations. On that date, at Espiritu Santo, New Hebrides, Patrol Squadron 71 came on board and began operations, using CHANDELEUR as a seaplane base until 13 October 1943.

Patrol Squadron 71 conducted searches, bombing missions, and Dumbo Rescue operations using 15 Catalina PBY's, as did Patrol Squadron-14, which operated from CHANDELEUR from 10 December to 31 December 1943.

An interesting sidelight on the Solomons campaign was an incident which took place on 12 January 1944, at Guvutu Harbor, Florida Islands. A New Zealand patrol bomber was taking off and while making its run, tore a large hole in its hull after hitting an anti-submarine net. Boats were immediately dispatched from CHANDELEUR and when the plane landed, it was brought alongside and hoisted aboard. The ship got underway and by maneuvering in very close to Halawo Beach, it was possible to beach the damaged patrol plane on the seaplane ramp by hoisting it into the water and towing it up on the beach.

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## HISTORY OF USS CHANDLER (AG 108) (EX DD 206 and DMS 9)

The destroyer-minesweeper USS CHANDLER which participated in eight war operations was constructed by the Cramp Ship Building Company at Philadelphia, Pennsylvania during 1918 and 1919. Her keel was laid on 19 August 1918, and on 19 March 1919, USS CHANDLER was launched.

Named for Secretary of the Navy William E. Chandler, the destroyer-minesweeper was sponsored by Mrs. Lloyd H. Chandler, daughter in law of the ships' namesake, and wife of Rear Admiral Lloyd H. Chandler, USN.

CHANDLER was first commissioned on 5 September 1919 as DD-206. Her classification was changed to DMS-9 on 19 November 1940.

CHANDLER was stationed at Pearl Harbor, Hawaii, when the Japanese attack struck on 7 December 1941. However, she had gotten underway on the 6th in company with USS HOVEY as an anti-submarine screen for USS MINNEAPOLIS, engaged in gunnery practice some 20 miles off Pearl Harbor.

The minesweeper immediately took up patrol and convoy duty around Pearl Harbor, operating in this vicinity until May, when she escorted a 20-ship convoy to San Francisco, arriving on 31 May 1942.

In May and June 1943, CHANDLER participated in the occupation of Attu in the Aleutian Islands. The ship returned to the United States in December 1943, and sailed for mine-sweeping duties in the Pacific. For the most part, CHANDLER's participation in the Pacific engagements can be described as routine minesweeping duties.

During the invasion of the Marianas, in addition to her duties of minesweeping, she conducted intensive shore bombardment and anti-submarine work. For several hours off the coast of Saipan, CHANDLER tracked an elusive enemy submarine and proceeded to lay a pattern of depth charges. Floating enemy debris and oil were evidence of contacts made with her depth charges.

CHANDLER played an important part in the invasion of Luzon in Lingayen Gulf. As the task group sailed from Leyte, on its last leg of the strike in the Gulf, enemy action commenced on the first night out. Dive bombing and strafing attacks were made, and all during the run up the western limits of the Philippines, the ships were alert for the frequent return of the enemy.

Being one of the first ships to enter the Gulf, CHANDLER was soon to be given ample opportunity to demonstrate her prowess as a fighting ship.



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### HISTORY OF USS CHARA (AKA 58)

The keel of the auxiliary cargo ship USS CARGO was laid in January 1944 at the Federal Shipbuilding and Dry Dock Company, Kearny, New Jersey. She received her identity on 15 March 1944 when she was launched. USS CHARA was christened by Mrs. Elaine Powers McHugh of Trenton, New Jersey, wife of Lieutenant Philip M. McHugh, United States Air Force, and daughter of Congressman and Mrs. D. Lane Powers of Trenton.

CHARA is named for a star, and is the ninth ship of a series built from Maritime Commission plans to be converted to Naval war use as an auxiliary cargo attack transport.

USS CHARA was placed in commission on 14 June 1944 at the Brooklyn Navy Yard, and Commander Cyril B. Hamblett, USNR, accepted first command of the ship.

During the remainder of June, USS CHARA loaded supplies and equipment, and conducted speed trials around Oyster Bay, Long Island Sound, just prior to sailing for Hampton Roads, Virginia.

USS CHARA sailed on 22 July 1944 for Pearl Harbor, Hawaii, as a member of Task Unit 29.6.2. She arrived on 10 August, and Commander John P. Clark, USNR, former Executive Officer, relieved Commander C. B. Hamblett as commanding officer of USS CHARA.

CHARA commenced landing operations off the island of Maui on 28 August in preparation for future amphibious operations.

CHARA conducted various training exercises with Task Group 33.1 in the Hawaiian area during the early days of September 1944. On 15 September she sailed for Eniwetok Atoll, Marshall Islands.

CHARA arrived in Eniwetok on the 25th, and sailed the 28th for Manus Island, Admiralty Islands in company with Task Group 33.1.

On 3 October 1944, CHARA arrived at Manus, and on the 8th, Task Force 33 became Task Force 79.

CHARA, loaded with troops who were embarked at Honolulu, sailed on 14 October 1944, in Task Group 79.1 enroute to Leyte, Philippine Islands. She arrived on 20 October at Leyte Gulf, and commenced unloading cargo. One enemy plane was observed in the early morning, and was destroyed by concentrated anti-aircraft fire from the ships.

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### HISTORY OF USS CHARLES S. SPERRY (DD 697)

Operating with the hard-hitting fast carrier Task Forces, USS CHARLES S. SPERRY earned four Battle Stars during World War II in the Pacific; before being called out of service to participate in the Korean action.

The destroyer was built by the Federal Shipbuilding and Drydock Company of Kearny, New Jersey and was named for Rear Admiral Charles Stillman Sperry. Her keel was laid on 19 October 1943, and by 13 March 1944, she was ready for launching. Miss Margaret Sperry, a granddaughter of Admiral Sperry, christened the new destroyer. On 17 May 1944, she was placed in commission, under the command of Commander Harry H. McIlhenny, USN.

Rear Admiral Sperry (1847-1911) was commissioned Ensign in 1868. During the War with Spain he commanded USS YORKTOWN, directing a landing party in the Philippines which was captured by Aguinaldo's forces. Some of the party were wounded, all were made prisoner. Captain Sperry took command of a detachment and chased the native insurgents the length of Luzon before succeeding in releasing the prisoners.

In 1900 he was made president of the War College and in 1906 was sent as the U. S. naval representative at the Conferences at the Hague. He commanded a division of battleships during the Fleet's cruise around the world in 1906-7 and was in command of the entire Fleet during the last half of the cruise.

Completing her fitting out in Brooklyn, USS CHARLES S. SPERRY headed south for Bermuda for her shakedown cruise. On 9 July she left the sultry heat of the island and steamed north, tying up in Brooklyn on the 12th. After five weeks here and six in Norfolk for instructions, she sailed for the Canal Zone with two destroyers from her squadron, WALDRON and HAYNESWORTH, as escort for the new battleship WISCONSIN and the light cruiser PASADENA. By 12 October she was in San Pedro, California, and two days later she sailed west with the battleship NORTH CAROLINA.

Until the 16th of December she operated in Hawaiian waters, receiving her final training before she entered the forward area. Nine days before Christmas she weighed anchor and set sail, bound for Eniwetok. From here she steamed to Guam and Ulithi, anchoring there on the 28th.

As the New Year opened, CHARLES S. SPERRY was midway between Manila and Saipan, steaming with Task Group 38.2, which included the carriers, LEXINGTON, HORNET, HANCOCK, ENTERPRISE and INDEPENDENCE, and the battleships NEW JERSEY and WISCONSIN, together with screening cruisers and three squadrons of destroyers. The first day of offensive air strikes was the third of January; the target Formosa. Heavy weather set in on that day, and did not abate.

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### HISTORY OF USS CHATELAIN (DE 149)

The destroyer escort USS CHATELAIN was constructed by the Consolidated Steel Corporation, Orange, Texas, during 1943 and was named in honor of Hubert Paul Chatelain, gunner's mate first class, USN, who was killed in action while serving in USS SOUTH DAKOTA on 26 October 1942 during the Battle of Santa Cruz. The keel of USS CHATELAIN was laid on 25 January 1943, and she was launched on 21 April of the same year.

The destroyer escort was first commissioned on 22 September 1943, and Mrs. Lucille Therese Chatelein, mother of the ship's namesake served as sponsor. Lieutenant Commander James L. Foley, USN, assumed command of the newly constructed vessel as her first commanding officer.

Immediately following commissioning, the ship was sent on a shakedown and training cruise to Bermuda. Upon completion of the shakedown cruise, she was assigned to Escort Division Four, which included USS POPE, PILLSBURY, FLAHERTY, NEUNZER and DAVIS.

In November 1943, CHATELAIN was assigned to convoy escort duty in the Atlantic and, until early March 1944, she was engaged in escorting convoys from East Coast ports to the United Kingdom.

Escort Division Four was then assigned to hunter-killer group operations with USS GUADALCANAL as flagship. Subsequent war cruises and convoy escort assignments were made in company with her until the cessation of hostilities in the European theatre.

While operating as part of the hunter-killer group, CHATELAIN assisted in the sinking of two German submarines and the capture of a third. On 9 April 1944, in an area between the Azores and North Africa, the group attacked and sunk the submarine U-515.

CHATELAIN made several depth charge attacks and rescued five survivors from the German crew.

On 4 June 1944, the anti-submarine was again successful in its attack on a German submarine during a search in the vicinity of French West Africa.

At 1109 on the morning of 4 June 1944, CHATELAIN established sound contact and commenced immediate and intense depth charge attacks. The effectiveness of these attacks was soon apparent. The submarine, eventually identified as the U-505, was forced to the surface.





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### HISTORY OF USS CHIKASKIA (AO 54)

The fleet oiler USS CHIKASKIA was constructed by the Bethlehem Steel Company, Sparrows Point Shipyard in Baltimore, Maryland in 1943, and was named after the Chikaskia River, whose headwaters rise in central Kansas and empty into the Arkansas River.

USS CHIKASKIA was commissioned on 10 November 1943, and Commander L. J. Hasse, USNR, became her first commanding officer.

The plank owners of CHIKASKIA were 85% inductees, fresh from training centers, but her officers all had previous shipboard experience.

It was not until 15 December 1943, that CHIKASKIA left her berth at the Navy Yard, Portsmouth, Virginia, and made her first cruise, which carried her to Aruba, N.W.I. Her stay in Aruba was brief. The naval warfare in the Pacific, accumulating the terrific momentum of an all out offensive, necessitated the continuous maintenance of fuel lines to the fleet.

The ship sailed for Pearl Harbor, arriving there on 7 January 1944, and moored alongside a sister ship, USS PLATTE.

The crew, now a well shaken-down and organized team, was eager and prepared to become a member of the Task Force, which was already poised to seize the Marshall Islands from the Japs. CHIKASKIA was ordered to join a convoy enroute to Maui a few days later to assist in a fueling task. Completing her first fueling mission, CHIKASKIA joined Task Force 58 at newly-occupied Majuro, the first pre-war Japanese territory taken by U.S. forces.

The vessels of the U. S. Fleet at Majuro, readying for their strikes against Truk, required day and night service.

On 27 February 1944, CHIKASKIA entered the narrow Louella Pass at Majuro Atoll, and struck a coral head when the swift current turned her across the channel. Danger of enemy air and naval forces was also increased with the ship in her hindred predicament, but with the skillful assistance of another auxiliary vessel, she was released from the coral head undamaged.

On 9 March 1944, CHIKASKIA got underway for Espiritu Santo, New Hebrides. A few days later, a Jap bomber was sighted, but no attack developed.

CHIKASKIA stayed on the move, rendezvousing with combatant ships over countless miles of South Pacific waters. Everywhere the fleet stood ready to hit the Japanese, CHIKASKIA was there--not in the forward fighting lines, but backing up the war ships with the indispensable fuel.

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HISTORY OF USS CHIWAHA (AO 68)

Steaming a distance equivalent to six and one-half times around the world, the oiler USS CHIWAHA made nine round-trip trans-Atlantic crossings during World War II before shifting to the Pacific to support the closing phases of the war.

The ship was built by the Bethlehem Steel Company at Sparrows Point, Maryland for the Maritime Commission. Acquired on 24 December 1942, the ship was named for a river in the state of Washington. Placed in commission on the same day, 24 December, Commander H. F. Fultz, USN, took command of the oiler.

Assigned to duty with the trans-Atlantic convoys, USS CHIWAHA made nine round-trip crossings, fueling escort vessels enroute and helping to build up fuel reserves for the invasions at Normandy and Southern France. She sailed from such ports as Guantanamo Bay, Cuba; Cristobal, Canal Zone; Beaumont, Texas, Norfolk, Virginia, and New York, New York to Glasgow, Swansea, Belfast and Greenock, United Kingdom; Casablanca, French Morocco; Oren, Algeria, Naples, Italy, and Argentina, Newfoundland.

One convoy, sailing from New York to Casablanca in March, 1943, turned into anything but a routine voyage. Five ships from the 45-ship convoy were sunk before they reached the safety of air cover from North Africa.

The convoy, protected by only six escorts, registered its first mishap on 7 March 1943, when a Norwegian motor ship blundered into the convoy, colliding with SS ALCOA GUARD. Due to faulty radio communication, only one ship, SS RICHARD A. ALVEY, knew of the collision. RICHARD A. ALVEY dropped out of the convoy to pick up survivors and subsequently returned to Bermuda. The Norwegian ship went down, but ALCOA GUARD remained afloat sufficiently to be towed into port.

German submarines closed around the convoy on the 12th, and turned the next six days into a nightmare experience. Regularly at dusk they would launch an attack, picking off one ship each day. The pack increased each day until intelligence reports estimated that four of the subs were shadowing the fat convoy, while six others were moving up to intercept.

SS KEYSTONE was the next victim. Slowed by boiler trouble she had fallen astern of the convoy and was steaming alone, since none of the escorts could be spared. The ship did not take the route designated for stragglers, and was torpedoed after sundown on the 13th. Since neutral ships were in the area, no attempt was made to pick up survivors.



HISTORY OF USS CHRISTOPHER (DE 100)

The destroyer escort USS CHRISTOPHER was constructed by the Dravo Corporation in Wilmington, Delaware during 1943, where her keel was laid on 19 June 1943. Named in honor of Ensign Harold Jensen Christopher, USNR, the ship was launched on 20 June 1943. Mrs. Carl Christopher, mother of the ship's namesake served as sponsor.

Ensign Harold Jensen Christopher, USNR, was born on 6 November 1919 in Dwight, Illinois, and was appointed Ensign in 1941. He was awarded the Navy Cross for distinguished service during the Japanese attack on Pearl Harbor, 7 December 1941. Realizing that his services were unneeded at his regular battle station aboard the battleship NEVADA, he, of his own initiative, assumed and effectively carried out duties on a broadside battery, until killed by a bomb explosion.

The destroyer escort USS CHRISTOPHER was commissioned at the Philadelphia Navy Yard on 23 October 1943. Lieutenant Archer W. P. Trench, USNR, assumed duties as commanding officer of the ship.

A fitting out period followed after the ship was commissioned, and was continued until 7 November 1943. She sailed on the 8th for pre-shakedown operations in the Delaware Capes. CHRISTOPHER sailed to Norfolk, Virginia on 12 November, and after four days later sailed to Bermuda for her shakedown cruise.

The ship returned to Philadelphia on 18 December, and underwent a post shakedown availability in the Philadelphia Navy Yard until the 24th. CHRISTOPHER was assigned to a unit of Escort Division 18 on 25 December, and was attached to the FOURTH Fleet.

After a voyage to Trinidad during the latter part of December 1943, CHRISTOPHER joined Convoy TJ-19 for escort duty. She was detached from the convoy on 4 January 1944, and proceeded independently to Recife, Brazil. The ship arrived there on the 9th, and, after fueling and provisioning, got underway escorting the Brazilian merchant ship "ALMIRANTE JACEGUAY" to Rio de Janeiro.

CHRISTOPHER completed the escort assignment on 14 January and proceeded independently to Montevideo, Uruguay, arriving there on the 16th. From 4 to 10 February the ship escorted the British cable ship SS CAMBERIA to Rio de Janeiro.

The ship made a voyage to Bahia, Brazil, following this assignment, where she underwent routine overhaul and repairs. The repairs were effected from the 15th through the 16th. She sailed the following day for operations with USS OMAHA.

CHRISTOPHER continued operations with the cruiser OMAHA in the capacity of anti-submarine screen vessel during anti-aircraft gunnery exercises throughout February and March in Brazilian waters.



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HISTORY OF USS CIMARRON (AO 22)

Few ships of the Navy can lay claim to having participated in practically every major naval operation in the Pacific through World War II. One such ship is the 18,276-ton tanker USS CIMARRON. Berreling along with every task force that had gone out, including the one that launched Doolittle's flyers for the first raid on Tokyo, the ship had never suffered casualties or damage.

The ship was built by the Sun Shipbuilding and Drydock Company of Chester, Pennsylvania, in 1939, when she was described as the "first bulbous bow tanker and the fastest tanker built in the United States."

Acquired on 6 February 1939, the ship was placed in commission on 20 March 1939, with Lieutenant Commander W. W. Behrens, USN, in command. The ship was the first of a new class of oilers, known as the Cimarron class.

The ship took up peacetime duties, operating along the coast and between the mainland and Pearl Harbor. On 3 July 1940, while she was moored in Pearl Harbor, Commander H. J. Redfield, USN, assumed command.

For six months following 22 September 1940, the ship lay in the Philadelphia, Pennsylvania Navy Yard, undergoing extensive changes, most important of which were the installation of a battery of four 5-inch guns complete with fire control director. She then resumed her routine duties.

When United States troops were sent to occupy Iceland, CIMARRON was attached to the fleet, fueling various ships enroute. In November she joined a convoy that included the aircraft carrier RANGER and the transports WEST POINT, WAKEFIELD and MT. VERNON, transporting 18,000 troops to reinforce the garrison at Singapore.

The convoy proceeded via Capetown, South Africa, and were two days out of Capetown when the Japanese attacked Pearl Harbor. Arriving there on 9 December, CIMARRON was detached and on 16 December departed in company with Task Groups 14.7 and 14.8 for Port of Spain, Trinidad.

After calling at Port of Spain and Aruba, Dutch West Indies, the oiler received orders to transport a cargo of oil to Bahia, Brazil. From there she returned to Aruba and thence to Norfolk, Virginia, where she arrived on 26 January 1942.

Change of command ceremonies were held in Norfolk on 1 February as Commander R. M. Ihrig, USN, relieved Captain Redfield.

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### HISTORY OF USS CIRCE (AKA 25)

Built to carry thousands of tons of food supplies, ammunition, vehicles, gasoline and medical supplies required to maintain combat units in an amphibious assault, USS CIRCE earned one Battle Star for participating in the conquest of Okinawa Gunto.

The ship was built by the Walsh-Kaiser Company of Providence, Rhode Island for the Maritime Commission. Launched on 4 August 1944, the ship was christened by Mrs. R. E. Dougherty, wife of a vice president of the New York Central Railroad. The ship was acquired by the Navy and placed in commission on 10 November 1944, under the command of Lieutenant Commander V. J. Barnhart, USNR.

After her shakedown cruise, the ship left Norfolk, Virginia on 14 December 1944, bound for the Pacific. She arrived in Pearl Harbor on 3 January 1945, and, after loading, sailed for Guadalcanal with Marines and an extremely sensitive cargo of explosives. Working in the oppressive heat of the islands, the ship shuttled back and forth between the Russell Islands, the Floridas and Guadalcanal for six weeks.

As the ship lay at the Government pier at Tulagi on 6 February unloading a highly-explosive cargo of gunpowder, a sudden wail of sirens caused the men to forget the heat as they froze in their tracks. The Duty Messenger's reflexes propelled him to the call board, which indicated a tripped alarm in #3 cargo hold. Lieutenant W. H. Turner double-timed from the Dental office to the quarterdeck, hatless, still wearing the dental bib and mumbling incoherently due to a pre-extraction shot of Novocain, and took his emergency station as officer of the deck.

The nature of the ship's cargo was known throughout the area. This knowledge provided beach personnel with an unsuspected ability to disappear, despite the steep hillside, brush, loose gravel and flying heels. Within a very few minutes no one was in sight.

Much to the relief of the crew, no fire was found in the hold. Slowly the tension eased back to normal and the dock was repopulated with alacrity than it had been vacated.

Beginning on 22 February the ship staged for the invasion of Okinawa in Savo sound, joining Transport Division 36, Squadron 12.

CIRCE, loaded for combat, sailed in convoy for Ulithi on 15 March. Three days before D-Day, she set course for Okinawa. The night before the ships reached their stations off Point Bolo, Okinawa, "Tokyo Rose" broadcast, "Well, Boys, if you think you had a rough time at Iwo Jima, you may rest assured that the welcome mat is out for you at Okinawa." The same night produced a series of small raids by enemy planes.

The following day, 1 April, Easter Sunday Morning, found the fleet moving in with all boats in the water and an awe-inspiring avalanche of men, weapons and supplies streaking toward the Okinawa beaches.

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#### HISTORY OF USS CLINTON (APA 144)

The auxiliary attack transport USS CLINTON was built by the California Shipbuilding Corporation at Terminal Island, San Pedro, California, during 1944. The keel of the transport was laid on 28 September 1944. She was launched on 29 November 1944.

USS CLINTON was placed in commission at the U. S. Naval Station, Astoria, Oregon, on 1 February 1945. Mrs. Luther N. Green, served as sponsor for the vessel. After the ship was commissioned, Commander J. A. Ivaldi, USNR, assumed command of the new transport.

USS CLINTON was named in honor of counties in the States of Indiana, Mississippi, Ohio, Michigan, New York, Pennsylvania and Kentucky.

Between 11 February and 7 March 1945, the ship was engaged in shakedown training in the San Francisco, and San Pedro, area. On 9 March, the Flag of Commander Transport Division 72 (Captain H. Y. McCowan, USN) embarked in USS CLINTON, and from 11 March to 9 April, the transport conducted amphibious training in the San Diego area.

USS CLINTON arrived in San Francisco on 11 April 1945 for loading, and on the 14th, Captain Charles H. Murphy, USN, assumed command, relieving Commander J. A. Ivaldi, USNR.

On 17 April 1945, the ship departed San Francisco on her maiden voyage into the Pacific loaded with replacement service personnel, civilians and cargo, stopping at Pearl Harbor and Eniwetok. She arrived in Guam on 15 May.

Departing Guam on 20 May 1945, CLINTON proceeded to Okinawa via Saipan on her first trip into the combat area with a full load of Marine replacements and equipment. From 27 to 31 May, the ship was at anchor off Hagushi, Okinawa, discharging troops and equipment, and receiving battle casualties.

The threat of air attack by Jap suicide planes was continuous at this time. Over 200 casualties from all services, including survivors from USS DREXLER and USS SHUBERT which were hit by suicide planes, were treated on board and transported to Saipan, where the ship arrived on 4 June.

The period 9 to 28 June 1945, was spent loading at Guam and Saipan. The second trip to Okinawa was completed on 2 July where ground forces of the SEVENTH Bomber Command were landed over the beaches at Hagushi.

On 8 July, USS CLINTON departed Okinawa with over 1000 Okinawan and Korean POW's enroute to Pearl Harbor, via Saipan. She arrived in Hawaii on 27 July where the prisoners were transferred.



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# HISTORY OF USS COGHLAN (DD 606)

Veteran of eight "star" operations, USS COGHLAN (DD 606) was built by the Bethlehem Steel Company, San Francisco, California. Her keel was laid on 28 March 1941 and she was launched on 12 February 1942.

USS COGHLAN was named for the late Rear Admiral Joseph B. Coghlan, USN, and his daughter-in-law, Mrs. Graham Coghlan, served as the ship's sponsor.

The first USS COGHLAN was a torpedo boat destroyer authorized by an Act of Congress on 6 October 1917, and was built by the Bethlehem Shipbuilding Corporation, San Francisco, California. She was launched on 25 June 1919 and placed in commission on 31 March 1921. The ship was stricken from the Navy List on 22 October 1930, and was sold to the Boston Iron and Metal Company, Baltimore, Maryland on 13 January 1931.

USS COGHLAN (DD 606) was commissioned on 10 July 1942, at San Francisco, California, with Lieutenant Commander B. F. Tompkins, USN, as her first commanding officer. After an intensive training period the ship was ordered to Kodiak, Alaska, for convoy and patrol duty in the Aleutians Area commencing on 6 October 1942.

It was while on this duty that the ship participated in the destruction of a Japanese supply vessel of approximately five thousand tons. The action occurred on the night of 19 February 1943, while operating with the Northern Patrol Force composed of INDIANAPOLIS, GILLESPIE and COGHLAN in the Bering Sea north of the island of Amukta in the Aleutian chain. Contact was made at 2220 at a distance of ten miles. It was a typical Aleutian night with bright moonlight and with a moderate to heavy swell. On contact the force was ordered from a scouting line to a screening formation on INDIANAPOLIS. At 2316 COGHLAN commenced firing and hits were observed on the enemy vessel. At this time the only enemy counter-fire was seen to place several threatening shells one hundred yards ahead of the ship. At 2323 the enemy was burning brightly and shortly thereafter sank by the stern after being hit repeatedly by five-inch gunfire. The enemy vessel was apparently loaded with explosives or fuel for numerous flaring explosions and flying tracers were seen.

The routine of the Bering Sea and Aleutian Area patrol continued in its frigid monotony until interrupted by the now famous "Battle of the Komandorskies." In company with RICHMOND, SALT LAKE CITY, BAILEY, DALE, and MONAGHAN, while operating west of the island of Attu, contact was made on enemy ships which later proved to be two heavy cruisers of the Kumo class, four destroyers of the Kure class and two Japanese transports.

Immediately upon contact the formation was directed toward the enemy with COGHLAN astern of BAILEY which was leading the column. At 0845 the "T" was crossed and fire was commenced with straddles being observed. Shells from SALT LAKE CITY were seen to set the leading enemy cruiser on fire. Continuous enemy fire was straddling the formation and, at 1010, SALT LAKE CITY lost steering control.



# HISTORY OF USS COGSWELL (DD 651)

The 2,050 ton destroyer USS COGSWELL was constructed by the Bath Iron Works Corporation, Bath, Maine, and participated in nine operations in the Pacific Theatre during World War II. The destroyer's keel was laid on 1 February 1943, and she was launched on 5 June of the same year. She was first commissioned on 17 August 1943, in Boston.

Mrs. Donald C. Bingham, daughter of the late Rear Admiral James Kelsey Cogswell, USN; and Mrs. Francis Cogswell, widow of the late Captain Francis Cogswell, USN, served as co-sponsors. The destroyer was named in honor of Rear Admiral and Captain Cogswell.

Rear Admiral James K. Cogswell was a native of Wisconsin and entered the Naval Academy in 1863. He was aboard USS OREGON during the historic dash around the Cape Horn to join the North Atlantic Squadron in time to contribute to the destruction of the Spanish Fleet in Santiago in 1898. For eminent and conspicuous conduct in that decisive battle he was promoted to commander. Rear Admiral Cogswell died in Florida in 1908.

His son, Captain Francis Cogswell, was born in Portsmouth, New Hampshire, and was appointed to the Naval Academy from that state in 1903. During World War I, Captain Cogswell was awarded the Navy Cross. He died in 1939 at Bremerton, Washington.

After USS COGSWELL was commissioned in Boston, she departed on her shake-down period in Bermudan waters. She sailed through the Panama Canal and entered the Pacific in November 1943.

In December, the ship departed San Diego, California, in company with another destroyer for Pearl Harbor, T. H. Approximately a month was passed here undergoing training exercises with the fast carriers while awaiting commencement of the Marshall Islands operation.

COGSWELL sailed on 16 January 1944, for the Marshall Islands as a unit of Task Force 58. On the 30th, the destroyer participated as a unit of Task Group 58.1 in the first bombardment of Kwajalein with the battleships WASHINGTON, INDIANA and MASSACHUSETTS, and Destroyer Division 100. COGSWELL alone bombarded southern Gugewe Island, while WASHINGTON and INGERSOLL bombarded Kwajalein, Enubuj, and Ennylabegan Islands.

During the bombardment of Ennylabegan, a trawler was taken under fire and sunk with 3 two-gun salvos by COGSWELL. Shore battery fire was encountered only from Kwajalein Island and it fell well short of COGSWELL.

The mission of the bombardment was the neutralization and reduction of shore defenses prior to the landings on D-Day.

In mid-February 1944, COGSWELL participated in the first air strike on Truk with Task Group 58.1. On the 21st and 22nd of February, the first air

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### HISTORY OF USS CONSOLATION (APH 115)

A desperate need for more hospital ships during the final months of the Japanese conquest produced USS CONSOLATION (APH 115) as one of the six "floating hospitals". Their construction, a tribute to modern medical design and equipment, marked the first time in history that the Navy has had a class of hospital ships.

Permanent wards on this ship can berth 786 patients. Many more can be taken care of when the need arises, and large well equipped clinical spaces can handle large numbers of consultations daily. This ship can cruise for 12,000 miles at 17½ knots.

The partially completed hull was delivered to the Navy by Sun Shipbuilding and Dry Dock Company, Chester, Pennsylvania, in August 1944 and conversion was completed by the Shipbuilding Division of the Bethlehem Steel Company, Hoboken, New Jersey on 22 May 1945. On this date the ship was placed in commission with a crew of 79 officers, two Red Cross Workers, and 539 enlisted men. Of this the medical department numbered 50 officers and 246 corpsmen, including 30 nurses.

From that date until 14 July the ship was occupied with provisioning, trial runs, shakedown, and repairs. On 14 July CONSOLATION sailed for Panama via the Windward Passage under the command of Captain Philip G. Beck, arriving there on 20 July and passing through the Canal the following day.

CONSOLATION arrived at Pearl Harbor on 4 August 1945 and departed for the Western Pacific on 14 August, one day after being notified of the Japanese surrender. Buckner Bay, Okinawa was reached on 28 August.

On 9 September the ship was attached to Task Unit 56.5.2 and got underway for Wakayama, Honshu, Japan to evacuate Allied prisoners of war. She anchored in Wakanoura Wan, offshore from the village of Dejima on 11 September, and set up a shore screening station and a field hospital with USS SANCTUARY (AH 16). Loaded to capacity SANCTUARY departed on 15 September. By 1400 on 15 September CONSOLATION had completed embarkation, having embarked 1062 United States, British, Australian and Netherlands Nationals, all of whom evidenced the fact that they had been Japanese prisoners for four years. After riding out a typhoon at anchor, the ship was underway on 16 September, enroute to Buckner Bay, delivering the prisoners in strikingly better condition and morale two days later.

After the delivery of the prisoners of war, CONSOLATION returned to Wakanoura Wan on 29 September to act as a station hospital for the FLPTH Fleet. Riding out the outer fringe of a typhoon on 9 October, the ship was ordered to Okinawa to stand by to assist in recovering and treating the casualties of the destructive typhoon

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## HISTORY OF USS CONYNGHAM (DD 371)

Convoy and escort duties in the Pacific were the lot of the destroyer USS CONYNGHAM, but her crew built up a long record of successes from the Pearl Harbor raid through the Battle of Santa Cruz to the Borneo operation in May 1945. Her final duty was as a target ship for the atomic bomb tests.

USS CONYNGHAM's long career began in 1934 at the Boston Navy Yard. Her keel was laid there on 19 September 1934 and she slid down the ways on 14 September 1934. Mrs. Aldée Conyngham Gifford Johnson, great great granddaughter of the ship's namesake, christened the new vessel. CONYNGHAM was first commissioned on 4 November 1936.

The new destroyer was the second ship named for Captain Gustavus Conyngham, USN, who was born in 1747 in Donegal, Ireland, commanded the privateer CHARMING PEGGY in 1777. He successively commanded SURPRISE, REVENGE and EXPERIMENT during the Revolution, making many captures in English waters and elsewhere. He was twice captured himself and later commanded the privateer MARIA in the naval war with France.

USS CONYNGHAM was moored in a nest of five destroyers at Pearl Harbor on 7 December 1941 when the Japanese suddenly attacked. Undergoing repairs, she was unable to get underway, but assisted in shooting down four of the attacking Japanese planes.

Fire was opened at 0808 with two of the five-inch guns at enemy planes which appeared over Ford Island. All the ship's machine guns opened up as the planes flew low over the nest and five minutes later one plane was shot down by the combined fire of the nest.

Action continued furiously, with horizontal bombers passing overhead, followed by strafing planes from the direction of Pearl City. Planes crossing low ahead of the destroyer nest, which included CONYNGHAM, REID, CASE, TUCKER and SELFRIDGE lying alongside the tender WHITNEY, were then taken under fire and one burst into flames, crashing in a clump of trees in Aiea Heights and exploding.

At 0830 a plane diving toward Ford Island from the northeast was shot down. Twenty-five minutes later the destroyers were again strafed, and added one to their tally at 0908 when an attacker was shot down off the starboard bow. Action continued until 1104, with the engineering crew working desperately to get the engines repaired. Taking aboard 30 men pooled from other ships in the harbor and emergency provisions and ammunition from WHITNEY, the ship got underway at 1712 to leave the harbor. She returned after no further action at 2109.

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## HISTORY OF USS CROSBY (APD 17) (EX DD 164)

USS CROSBY was originally built as a destroyer by the Bethlehem Ship Building Company at Quincy, Massachusetts, during 1918 and 1919. She was later converted to a high-speed transport. USS CROSBY was named for Rear Admiral Peirce Crosby, USN, who served with distinction during the Civil War.

The ship's keel was laid on 23 June 1918. USS CROSBY was launched on 28 September 1918, with Mrs. Charles Tittmann, daughter of Rear Admiral Crosby serving as sponsor.

When World War II broke out, USS CROSBY was engaged in patrol duties in the San Diego, California area. She was commanded by Lieutenant Commander John F. Gallaher, USN. On 28 December 1941, the ship got underway with a convoy bound for Seattle, Washington, continuing a lengthy tour of operations along the West Coast in various assignments.

On 6 October 1942, Lieutenant Commander Roy A. Newton, USN, relieved Lieutenant Commander Gallaher as commanding officer of USS CROSBY.

Three months later, on 7 January 1943, Lieutenant Commander Grant, USNR, relieved Commander Newton as commanding officer of CROSBY. It was during this month that CROSBY was converted from a destroyer to a high-speed transport. The conversion took place at the Mare Island Naval Shipyard.

CROSBY sailed on 27 February 1943, screening USS LASSEN to Pearl Harbor. The two ships arrived on 6 March, and CROSBY sailed on the 10th for Palmyra, Samoa, and Suva. While in Suva, the high speed transport joined Task Unit 4.5.14 for a voyage to Noumea, New Caledonia.

The ship disembarked a load of passengers on the 22nd, and got underway for Espiritu Santo on the 25th. She conducted landing exercises with the Marines while at Espiritu Santo.

On 1 May, CROSBY sailed in company with FARENHOLT, GWIN, KILTY, SCHLEY, and WARD as screen for a convoy. CROSBY was detached on 2 May to take up patrol off Guadalcanal. She patrolled between Koli Point and Lunga Point screening during the unloading operations. The ship sailed with ALGORAB on 6 May for Espiritu Santo. After their arrival on the 8th, they got underway for Guadalcanal again on 11 May with passengers and cargo.

On the 17th, CROSBY convoyed SS MATHEW THORNTON to Espiritu Santo via Noumea. In early June, the high-speed transport accompanied numerous LCTs through Lengo Channel, Guadalcanal and an LST convoy from Koli Point to the Russell Islands. She made this voyage several times, and anchored at Tulagi on 15 June.

She arrived in Viru Harbor, New Georgia Island on 30 June with HOPKINS and KILTY for the assault by the Marine Raiders. Shore batteries in the jungle on top of a bluff to the west side of the harbor entrance opened up on

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## HISTORY OF USS DAMON M. CUMMINGS (DE 643)

The destroyer escort USS DAMON M. CUMMINGS entered World War II in time to participate in the invasion of Okinawa and later in the occupation of Japan.

The keel for (DE 643) was laid at the Bethlehem Steel Company's yards at San Francisco, California, on 17 October 1943. The launching took place on 18 April 1944 and on 29 June the ship was placed in commission.

Mrs. Damon M. Cummings christened the ship in honor of her husband, who was killed during the Third Battle of Savo Island on 13 November 1942. Lieutenant Commander Cummings was on the staff of Commander, South Pacific Force, at the time of his death, and was awarded the Navy Cross posthumously for his gallantry while serving in SAN FRANCISCO.

Lieutenant Commander Charles R. Millett, USNR, accepted the command of the new vessel upon her commissioning at San Francisco, and on 19 July took her out for a shakedown cruise in the San Diego area.

Following her shakedown and yard availability, the destroyer escort was assigned the task of escorting a merchantman to Pearl Harbor. She left the United States on 8 September and arrived at her destination on the 16th. After a week of further training, she joined a convoy to Eniwetok on the 25th, and from there steamed to Guadalcanal, where she began a regular schedule of escort and patrol work.

In March 1945 the ship was assigned to the FIFTH Fleet for amphibious operations in preparation for the forthcoming invasion of Okinawa. From New Guinea she sailed to Leyte, for final conferences before the big operation got underway. DAMON M. CUMMINGS was assigned to an amphibious group, and on 25 March sailed from San Pedro Bay, P. I. screening a group of LSTs and LCIs.

The amphibious convoy arrived safely off Okinawa on D-Day, 1 April, and the ship was detached to join the transport screen. For the next month she steamed in the area on patrol and in the screen until 1 May when she retired to Ulithi, returning by 17 May. During this period, on 28 May, DAMON M. CUMMINGS became the target for a Kamikaze plane. The ship's guns splashed the suicide plane before any damage was done.

On the 31st D. M. CUMMINGS steamed for Saipan and from there to Leyte for a tender availability. On 21 June the ship began convoy escort voyages to Okinawa, Ulithi and Saipan, which lasted until the end of the war.

On 26 August Lieutenant Commander William C. French, USNR, relieved Lieutenant Commander Millett as commanding officer.

Following the end of the war, DAMON M. CUMMINGS made one voyage to Japan before returning to the United States. She reached Bremerton, Washington, for a yard overhaul on 18 November 1945. Lieutenant Norman A. Smith, USN, assumed command on 21 November, before the ship departed to the Orient for occupation duty.



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HISTORY OF USS DONALD W. WOLF (APD 129)

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The high-speed transport USS DONALD W. WOLF inherited a fighting spirit through her name, although she was completed too late for combatant action in World War II.

Built by the Defoe Shipbuilding Company of Bay City, Michigan, USS DONALD W. WOLF was launched on 5 July 1944. Sponsor at the launching was Mrs. Donald W. Wolf, wife of the ship's namesake, who was then a Corporal in the Marine Corps, Womens Reserve. Sergeant Donald William Wolf, U.S.M.C., after whom the ship was named, was killed in action in the Solomons Islands while fighting with the First Marine Division, Reinforced. In addition to earning a Presidential Unit Citation, Sergeant Wolf was awarded the Navy Cross with the following citation:

For extraordinary heroism while serving with a Marine Battalion in action against enemy Japanese forces on Guadalcanal, Solomon Islands, on October 8-9, 1942. When his battalion moved into a defensive position along the Matanikau River Sergeant Donald William Wolf and other members of his platoon bore the brunt of the heavy enemy assault against their hastily prepared positions. Approximately 150 Japanese, stealing through the dense jungle growth under cover of smoke, fiercely attacked the small group of marines with automatic weapons, hand grenades, and bayonets. Fighting desperately in hand-to-hand combat against the overwhelming hostile forces, Sergeant Wolf refused to be dislodged from his position and after exacting a tremendous toll of the enemy, heroically died at this post. His indomitable fighting spirit and unyielding devotion to duty was in keeping with the highest traditions of the United States Naval Service. Sergeant Wolf gallantly gave his life for his country."

On the afternoon of 14 April 1945, at the Todd-Johnson Dry-dock, New Orleans, Louisiana, the commission pennant was two-blocked to the mainmast of USS DONALD W. WOLF, and Lieutenant Commander S. C. O'Rourke, USN, assumed command of the ship.

After taking on stores and supplies, USS DONALD W. WOLF slipped away from her dock and set out into the fast-moving Mississippi River for the final leg of her journey to the Gulf of Mexico for trial runs and structural firing tests. The ship proved herself capable of meeting the rigid requirements of a combatant ship of the U.S. Navy.

Off to Guantanamo Bay, Cuba for her shakedown training cruise, USS DONALD W. WOLF conducted rigorous training exercises from 29 April to 23 May 1945. Guns were fired at surface and air

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## HISTORY OF USS DORSEY (DMS 1) (EX DD 117)

Generally unpublicized, but highly appreciated by those who use the lanes that they have cleared, the minesweepers clear the way in all amphibious landings, making the way safe for the battle-ships, carriers, cruisers and destroyers who must get in close to cover amphibious assaults.

Affectionately dubbed "scrubwomen," the minesweepers do additional duty guarding shipping lanes, riding herd on convoys and combatting submarines. USS DORSEY (DMS 1) was one of these gallant ships.

Just as her colorful 27-year career, highlighted by participation in two World Wars, was drawing to a close, USS DORSEY met disaster in the Okinawa typhoon of 9 October 1945, going aground on Hero Sone reef in Buckner Bay. She was scheduled to return to the United States for decommissioning and was waiting for sailing orders, loaded with passengers. DORSEY formally ended her naval service on 8 December 1945 when her commission pennant was hauled down.

The ship had been built as a four-stack destroyer by William Cramp and Sons of Philadelphia, Pennsylvania. Her keel was laid in their yard on 18 September 1917 and the launching took place on 9 April 1918. Mrs. Agnes Means, first cousin thrice removed of the ship's namesake, christened the vessel. DORSEY was placed in commission on 16 September 1918 with Commander George F. Neal, USN, as her first commanding officer.

The ship was named for Midshipman John Dorsey, USN, who was killed on 7 August 1804. Appointed a midshipman in 1801, he was ordered to SIREN under Commodore Edward Preble, who was operating against Tripoli. Midshipman Dorsey was killed by an explosion of a hot shot which struck the magazine of Gunboat No. 9.

The ship was on convoy duty in the Atlantic during World War I until the Armistice was signed in November 1918 and then was assigned to the Asiatic Fleet. By the time she was first placed out of commission in 1923 she had virtually covered the globe, having frequented Ireland, Gibraltar, Malta, Venice, Manila, Midway and Shanghai.

After serving several years in "Red Lead Row" in San Diego, California, DORSEY was recommissioned in 1930. Over ten years of duty with the destroyers of the Pacific Battle Force followed, when she was converted six months before the Pearl Harbor attack to a fast minesweeper and her classification changed to Destroyer Minesweeper No. 1. In her conversion DORSEY lost one boiler and one smoke pipe in addition to various superstructure modifications.

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### HISTORY OF USS DOYLE C. BARNES (DE 353)

USS DOYLE C. BARNES, flagship of Escort Division 32, rolled up mileage equal to more than twice the distance around the world in fulfilling her duties as an escort and patrol vessel during World War II. In addition, she convoyed 244 naval and merchant vessels safely through dangerous waters, knocking down one enemy plane and participating in the recapture of Borneo.

The ship, named in honor of Ensign Doyle Clayton Barnes, USN, was built by the Consolidated Steel Corporation of Orange, Texas. Her keel was laid on 11 January 1944, and by 4 March 1944, she was launched. Mrs. Margie Barnes, widow of the ship's namesake, christened the destroyer-escort upon her launching. Lieutenant Commander John P. Ingle, USNR, assumed first command when (DE 353) was placed in commission on 13 July 1944.

Ensign Barnes was awarded the Navy Cross for his heroism as a carrier fighter pilot in the Battle of Midway. Taking off in the midst of a Japanese attack, he shot down two of the on-coming torpedo planes. He was officially reported missing in action as of 24 August 1942, when the plane he was piloting was lost in the South Pacific.

USS DOYLE C. BARNES, following her fitting out, got underway for her shakedown cruise to Bermuda, where she conducted gunnery practice, torpedo attacks, radar plotting, shore bombardment, damage control drills, and exercises designed to teach her crew to meet any situation which might arise at sea. She then headed north, for a post-shakedown availability in the Boston Navy Yard. In mid-October she steamed to Norfolk, where she was to meet the other five destroyer escorts of her division: KENNETH M. WILLETT, MACK, LLOYD C. ACREE, GEORGE E. DAVIS and JACCARD.

While awaiting the rest of her division, DOYLE C. BARNES was employed as a school ship, training prospective crews of destroyer-escorts still building, and testing special camouflage. MACK, the last of the six ships to report, entered the harbor on 18 October, and three days later Escort Division 82 was underway for the Pacific.

After transiting the Panama Canal, the division proceeded to Hollandia, New Guinea, via the Galapagos, Society Islands and Espiritu Santo. They were soon assigned to the Philippine Sea Frontier, and ordered to Mios Woendi for three days of anti-submarine training.

Pronounced ready for combat, DOYLE C. BARNES, with her Division, began her first convoy voyage to Leyte on 13 December, escorting 48 merchantmen and 12 LCTs to San Pedro Bay. This was the first of several such voyages which lasted through the middle of March 1945. There was always danger of an enemy air raid enroute, or while the ships lay at anchor in San Pedro Bay. On New Year's Day the destroyer escort gained an assist in splashing her first enemy plane.

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## HISTORY OF USS DREW (APA 162)

Named for a county in Arkansas, the attack transport USS DREW (APA 162) was placed in full commission as a naval vessel on 22 October 1944 at Astoria, Oregon. The first commanding officer of the ship was Commander D. H. Swinson, USNR, who had a commissioning complement of 31 officers and 285 enlisted men. The beach party and boat group reported on board four days later, bringing the complement to 46 officers and 454 enlisted men.

USS DREW got underway for Bremerton, Washington on 2 November to load ammunition, conduct speed trials and to have the ship depermed and compasses compensated. Arriving at San Francisco on 9 November, the ship received her allowance of boats and steamed down to San Pedro two days later to conduct shakedown exercises. From 20 through 23 November, DREW conducted amphibious training exercises off Point Loma, San Diego, California. On 24 November, officers and men and equipment of Battalion Landing Team #3 of the 342nd Infantry, U. S. Army, were embarked for amphibious exercises. The amphibious training was conducted near San Clemente Island until completed on 29 November 1944.

Post-shakedown yard availability was held at the Naval Dry Docks, Terminal Island, San Pedro, and DREW departed on 10 December for Seattle, Washington. Cargo was loaded and passengers embarked, and the ship reached Honolulu, T. H. on Christmas Day 1944. After unloading, the ship steamed into Pearl Harbor to embark passengers of Commander in Chief, Pacific Fleet Advanced Headquarters Detachment. Underway with passengers and cargo on 8 January 1945. DREW stopped at Eniwetok on 16 January to permit the destroyer escort to refuel before continuing on to Guam by the 19th.

After cargo and passengers had been put ashore at Guam, the attack transport steamed to Ulithi Atoll by 25 January. At the fleet anchorage here, DREW loaded cargo and embarked passengers of Amphibious Group SEVEN and the 88th Construction Battalion. Getting underway on 7 February, the ship entered Leyte Gulf on the 10th. The passengers of Commander Amphibious Group SEVEN were transferred to USS MOUNT MC KINLEY and the SeaBees were put ashore at Bobon Point, Samar.

DREW then loaded cargo and combat equipment and embarked troops of the 3rd Battalion, 305th Infantry, 77th Division for amphibious exercises. The training was a rehearsal for the amphibious assault on Okinawa, conducted in the Cabugan Islands.

On 26 March, DREW approached Kerama Retto for the assault landings there. During the following days, casualties were brought on board from the destroyer O'BRIEN and from the beach. Some of the casualties were transferred to a hospital ship, and two were buried at sea.

Although there were several heavy air attacks and several enemy planes splashed by ships of the screen, DREW sustained no damage and suffered no casualties from enemy action. As part of the transport group the ship cruised

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### HISTORY OF USS DUFFY (DE 27)

One of the new destroyer types built as an expedient of World War II, the destroyer escort USS DUFFY participated in the capture of the Gilberts and Marshalls. She steamed many endless days of escorting convoy, rescuing airmen, and providing shore bombardment.

The ship was named for Ensign Charles J. Duffy, USNR, who was killed in action over Casablanca, French Morocco, on 8 November 1942. Ensign Duffy was posthumously awarded the Silver Star for his gallantry in pressing a dive bombing attack on a hostile cruiser, scoring a direct hit in spite of heavy anti-aircraft fire.

(DE 368) was originally named USS DUFFY, but when that vessel was transferred under lend-lease the name was reassigned to (DE 27), which was first assigned to the United Kingdom and launched under a British name. Ensign Duffy's mother, Mrs. John Duffy, was the official sponsor when the ship was renamed at the commissioning ceremonies.

USS DUFFY was built by the Mare Island Navy Yard. Her keel was laid on 29 October 1942 and she was launched on 16 April 1943. Commander George A. Parkinson, USNR, assumed command of the new ship when she was first placed in commission on 5 August 1943.

Following an extensive shakedown and a post shakedown yard period, USS DUFFY began her first assignment, a convoy voyage to Pearl Harbor, on 2 October 1943. Here she underwent even more training designed to fit her for combat. On 10 November, her schooling over, she got underway with Task Group 50.1, including the carrier YORKTOWN.

The group was bound for an air strike on Mille, Jaluit and Makin Islands. On the day before the strikes began DUFFY was detached to escort USS NEOSHO to the Fiji Islands. There they joined CABANA, SUAMICO, NESHANIC and NECHES and put to sea again for a rendezvous with USS LEXINGTON's group for refueling, returning to Pearl Harbor on 15 December 1943.

On that day Lieutenant F. P. Lyons, USNR, relieved Commander Parkinson as commanding officer.

Her next offensive action was the capture of the Marshall Islands. She sailed from Pearl Harbor on 22 January 1944, shepherding a convoy of LST's, and arrived off Kwajalein on D-day, 2 February. She engaged in no direct action against the enemy, and two days later got underway to escort a group of transports to Funafuti, Ellice Islands. Sailing south, she arrived at Noumea, New Caledonia on 24 February, where she began six months of escort and patrol work in the area.

Detached on 21 September, USS DUFFY then proceeded to Manus, for a series of convoys to Ulithi, Saipan, Guam and Leyte. The destroyer escort

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## HISTORY OF USS DUPONT (AG 80) (EX DD 152)

One of the critical problems of World War II was the German submarine menace, which threatened to cut the United States off from its European Allies. Every sort of anti-submarine weapon was pressed into the desperate battle, but sinkings continued to mount, reaching a peak of 636,907 tons lost in the Atlantic and North Atlantic alone during November 1942.

However, by mid-1943, the gallant ships of the Atlantic Fleet, operating as convoy escorts and with anti-submarine task units, had definitely turned the tide, so that by March 1944, Admiral Ernest King, Commander in Chief, United States Fleet, was able to report, "Submarines have not been driven from the seas, but they have changed status from menace to problem."

USS DUPONT, one of the famous old four-stack destroyers intended for service in World War I, was one of the hard-pressed ships engaged in anti-submarine warfare from its beginning. For her service against German submarines she was awarded the Presidential Unit Citation and three Battle Stars.

The old destroyer was built in Philadelphia, Pennsylvania by William Cramp & Sons Company. Her keel was laid on 2 May 1918 and she was launched on 22 October 1918. A great-grandniece of the ship's namesake, Miss Constance Simons DuPont, christened the destroyer.

Rear Admiral Samuel F. DuPont, for whom the ship was named, commanded USS CYANE during the War with Mexico, receiving the thanks of Congress for distinguished service at San Diego, Mazatlan, San Jose and other ports. He commanded the South Atlantic Blockading Squadron during the Civil War, and again received the thanks of Congress for his victory at Port Royal, South Carolina, on 7 November 1861.

Placed in commission on 30 April 1919, DUPONT experienced peacetime duty in every part of the globe. After being placed out of commission for a time, she was newly outfitted in October 1939 and put back in active duty for neutrality service.

Before the United States became involved in World War II DUPONT was cruising the Atlantic in support of American shipping. Lieutenant E. W. Lonegton, USN, was in command. When war was declared, her job became doubly difficult, as she began escorting convoys through the North Atlantic, along the Eastern Seaboard and, later, to North Africa and the Mediterranean.

None of these trans-Atlantic voyages were uneventful, but one convoy, sailing from New York to Casablanca in March 1943, turned into anything but a routine voyage. Five ships from the 45-ship convoy were sunk before they reached North Africa. Lieutenant Commander J. G. Marshall had relieved Lieutenant Commander F. W. Adamson in January 1943 as commanding officer.



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### HISTORY OF USS DURIK (DE 666)

USS DURIK was named for Joseph Edward Durik, Seaman Apprentice, U. S. Naval Reserve, killed in action on 15 March 1942. Seaman Durik posthumously was commended by Admiral C. W. Nimitz, Commander-in-Chief of the United States Pacific Fleet at that time, for heroic and conspicuous conduct following the accidental firing of a torpedo on board an American warship.

The destroyer escort, USS DURIK (DE 666), was built by the Dravo Corporation, Neville Island, Pennsylvania. Her keel was laid on 22 June 1943 and she was launched on 9 October 1943. Mrs. Mary Durik, mother of the late Joseph Edward Durik, served as the ship's sponsor.

After being floated down the Ohio and Mississippi Rivers from Pittsburgh, Pennsylvania, USS DURIK was commissioned on 24 March 1944 at New Orleans, Louisiana. Her first commanding officer was Lieutenant Commander K. B. Smith, USN.

On 4 April 1944, DURIK headed for Bermuda for her shakedown cruise. She completed shakedown on 5 May and set out for Boston, to report for duty to Commander Destroyers, U. S. Atlantic Fleet.

DURIK was assigned as escort commander for the New York section of a convoy, which included eighteen merchant vessels loaded with vital war materials. Three other destroyer escorts along with DURIK, comprised this section of the convoy. The rendezvous with the major portion of the convoy was made, and on 22 May 1944, the entire body of 108 merchant ships and eleven escorts departed for various overseas ports ranging from Casablanca, Oran and Bizerte to Calcutta and Bombay.

Two days out, DURIK had her first possible submarine contact while patrolling her station on the port side of the convoy. Battle stations were quickly manned and two attacks were made with depth charges, with no definite results. After searching the area for two hours with another warship assisting, the search was abandoned and the convoy was rejoined.

The days went by uneventfully. The possible contacts were followed up, but no submarines were seen. Meanwhile, DURIK had been continuing an intensive program of drills to maintain high efficiency in her crew.

On 5 June 1944, DURIK and USS KENNEBEC, convoy tender, were suddenly detached from the convoy to proceed to a rendezvous somewhere southwest of the Canary Islands in connection with a fueling operation. This operation was highly secret. Sometime around noon on 7 June, the rendezvous was made and the news was a sensational surprise. The rendezvous was with the GUADALCANAL Group, consisting of the escort carrier, USS GUADALCANAL, her five escorting DE's and the German U-Boat 505, the first enemy war vessel captured by the United States since 1815.

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HISTORY OF USS DYSON (DD 572)

In the annals of World War II the feats of destroyer men hold places of high honor. Battling the seas as well as enemy forces, the destroyers pitched and tossed their way to Tokyo, taking everything the Japanese could offer from human torpedoes to suicide planes, and repaying it with interest.

One of the outstanding destroyer squadrons was Destroyer Squadron 23, the "Little Beavers." In 22 separate engagements from 1 November 1943 to 23 February 1944, the six destroyers of the Squadron, USS CHARLES AUSBURNE, CLAXTON, DYSON, SPENCE, CONVERSE and STANLY, were credited with the destruction of one Japanese cruiser, nine destroyers, one submarine, one auxiliary vessel, one coastal destroyer-minelayer, one large cargo vessel, four barges and approximately 30 aircraft. In eleven bombardments, several shore batteries, supply dumps and bivouac areas were set afire and destroyed. The six destroyers are now entitled to fly the blue, yellow and red burgee pennant of the Presidential Unit Citation.

USS DYSON (DD 572), joined the fleet in 1943, having been built by the Consolidated Steel Corporation at Orange, Texas. Her keel was laid there on 25 June 1941, and she was launched on 15 April 1942. DYSON was first placed in commission on 30 December 1942, when Commander Roy A. Gano, USN, assumed command.

The destroyer was named for the late Rear Admiral Charles W. Dyson, USN, who was awarded the Navy Cross for his service while in charge of the Division of Design of the Bureau of Steam Engineering during World War I. He was also awarded the Distinguished Service Medal for his work on propeller design, particularly for USS LEXINGTON and SARATOGA. His widow, Mrs. Charles Dyson, christened the destroyer at her launching.

After the USS DYSON had completed her fitting out for sea at Orange and Galveston, Texas, she set course for the destroyer shakedown area at Guantanamo Bay. Here a series of exercises, drills and tests were conducted which lasted until 5 March 1943. From that date until May 1943 she was assigned various escort duties, plying between New York, Norfolk, Charleston and Trinidad.

State-side duty ended, however, on 11 May, when she joined a convoy bound for the Pacific via the Panama Canal. Transiting the Canal on the 21st, she steamed to Noumea, New Caledonia, via the Society Islands. There she found more escort duty waiting, as she operated with USS SARATOGA and NORTH CAROLINA until early September, when she first got into action with USS PRINGLE.

The two destroyers were ordered out on 3 September to intercept enemy barges carrying reinforcements to Kolombangara Island. PRINGLE and DYSON picked up their targets at 2221 and, although hampered by tropical rain squalls which periodically blanked out the targets, sank two and possibly three before returning to Tulagi.

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## HISTORY OF USS ELLIOT (DMS 4) (EX DD 146)

#124

The destroyer mine sweeper USS ELLIOT was named in honor of Lieutenant Commander Richard McCall Elliot, USN, who was killed in a depth charge explosion during World War I while serving in USS MANLEY on 20 March 1918. USS ELLIOT was launched on 4 July 1918 with Mrs. John Elliott, widow of the ship's namesake, serving as sponsor.

USS ELLIOT was built as a four stack destroyer by William Cramp and Sons, Philadelphia, Pennsylvania, during 1918. Her keel was laid on 23 February 1918, and USS ELLIOT was first commissioned on 25 June 1918.

When the Japanese attacked Pearl Harbor, ELLIOT was enroute from Pearl Harbor to Johnston Island in company with units of Task Force 3. The Task Force was composed of INDIANAPOLIS, HOPKINS, SOUTHARD, LONG, and DORSEY.

After the outbreak of World War II, ELLIOT returned to Pearl Harbor and searched for enemy submarines off the coast of Molokai, Hawaiian Islands.

ELLIOT operated off the Hawaiian Islands until July 1942, when she sailed in company with USS INDIANAPOLIS enroute to Dutch Harbor, Alaska. She arrived in Dutch Harbor on 30 July, and sailed the following day for Kodiak, Alaska, in company with USS BROOKS, escorting USS SPICA.

Commander Alaskan Sector ordered ELLIOT to join Task Group 8.6 on 5 August 1942, with the flag broke in USS INDIANAPOLIS. On 7 August 1942, the operations conducted against Kiska Harbor commenced.

A shore battery of four guns, estimated at from 3 to 6-inch opened fire on ELLIOT. A series of four explosions landed in the wake just astern of ELLIOT which were thought to have been bombs dropped by a plane. After this, one more shell landed about 20 yards astern. The battery was then silenced by the cruiser USS NASHVILLE. There were no casualties, however, a number of fragments landed on ELLIOT, chipping paint work, but causing no other damage.

Task Group 8.6 retired from the scene of operations on 8 August 1942, and proceeded to Dutch Harbor, Alaska the following day. ELLIOT arrived at Nazan Bay, Atka Island in the Aleutians on 30 August, and the following day, anchored at Kuluk Bay, Adak.

She remained in the Alaskan area until 20 September 1942, when Commander Task Force 8 ordered ELLIOT underway from Dutch Harbor enroute to San Francisco, California. The ship arrived at Mare :

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# HISTORY OF USS ELLIS (AG 115) (EX DD 154)

Long weeks at sea, tedious convoy voyages, constant performance of necessary but wearisome duty -- such elements form the story of the old four-stack destroyer USS ELLIS. Commissioned too late for World War I, she was destined to ply the Atlantic convoy lanes through World War II.

Built by William Cramp and Sons, the ship was authorized by an Act of Congress on 4 March 1917. Her keel was laid in Philadelphia, Pennsylvania on 8 July 1918 and she was launched on 30 November 1918. Mrs. Edward T. Stotesbury, wife of a prominent Philadelphian, christened her at the launching. The ship was first placed in commission on 7 June 1919.

USS ELLIS was named in honor of Chief Yeoman George H. Ellis, USN, who was killed in the Battle of Santiago on 3 July 1898, while serving in the armored cruiser USS BROOKLYN.

After routine peacetime duty and a tour in the rotating reserve, USS ELLIS was placed on active duty again in 1939 in connection with neutrality service. Sent out on Atlantic convoy duty, she was steaming to Argentina, Newfoundland when the United States entered World War II. Her commanding officer was Lieutenant Commander L. R. Lampman, USN.

Her duty here, escorting convoys to a mid-ocean rendezvous with other escorts; lasted until 22 January 1942, when she sailed south for an overhaul at Boston, Massachusetts. Departing from Boston on 3 March, she began voyages up and down the East Coast from the Virgin Islands to Argentina through February 1943.

The convoys were not all uneventful. ELLIS was commended for her work in fighting a fire aboard SS BLUEFIELD during a voyage to Key West, when a deck cargo of kapok, burlap and paper scrap began to burn on the well deck. The destroyer came alongside and played six hoses on the fire to extinguish it.

In mid-July 1942, Gulf convoy KS 520, consisting of 19 ships, was attacked by enemy submarines, which succeeded in torpedoing three ships and narrowly missed ELLIS. One of the merchantmen sank, but the other two made it safely to port.

Lieutenant Commander C. W. Musgrave, USN, assumed command of the ship on 12 January 1943, at Trinidad.

Two months later ELLIS joined DUPONT and DICKERSON to escort a group of valuable tankers from Aruba to the Mediterranean. Another such voyage followed in May.

In July, following an availability, ELLIS joined Task Force 68 to escort a convoy to Londonderry, North Ireland. The destroyer then joined USS BLOCK ISLAND in a voyage to Belfast, Ireland, ferrying vital Army fighter



# HISTORY OF USS ERIE (PG 50)

Steaming on convoy escort duty in the Caribbean, USS ERIE was hit by a torpedo from an enemy submarine on 12 November 1942. The gunboat was beached off the southern coast of Curacao, Netherlands West Indies, gutted by fire, and subsequently sunk during salvage operations.

The ship, fourth of the name, was authorized by an Act of Congress of 16 June 1933 and was built at the New York Navy Yard. Her keel was laid on 17 December 1934, and Mrs. Edmund A. Knoll, of Erie, Pennsylvania, christened the ship on 29 January 1936. Since the ship was built in a dry dock, she was not launched in the ordinary way, but was floated by flooding the dry dock. She was first placed in commission on 1 July 1936 under the command of Commander Edward W. Hanson.

When World War II began, the vessel was on patrol between Balboa, Canal Zone, and Puntarenas, Costa Rica. On the 13th of December, 1941, the Costa Rican government turned over 30 Japanese prisoners of war to the commanding officer, who sent a prize crew to take charge of the motor vessel ALBERT, setting course with both vessels for the Canal Zone.

Enroute, ERIE took another prize, the motor vessel SEA BOY. A boarding party took charge of the ship, taking one Japanese prisoner of war and ordering the ship to Balboa. On the 16th, she sent a party to board SANTE MARGARITA and ordered her to proceed to Puntarenas, Costa Rica. A distress signal from ORION brought her to the rescue of that ship the same day, and she then towed ORION back to Puntarenas, arriving in Balboa on the 18th.

ERIE then began a period of patrol between Balboa and the Galapagos Islands, Ecuador through 11 July 1942. On 10 June she went to the aid of SS FORT GOOD HOPE, which had been torpedoed, taking the master and 45 survivors aboard. Searching for the submarine, she dropped six depth charges with no observed results.

Twenty-three survivors from SS LEBORE were picked up off St. Andrews Island on 15 June and 53 were rescued on the following day.

The gunboat then shifted her patrol area to the Canal Zone - Guantanamo Bay, Cuba area until 20 July, putting in at Balboa for an overhaul between 20 July and 28 September. She then put to sea again, on escort and patrol duty between Guantanamo Bay, Trinidad and Balboa until 10 November, when she left Trinidad on her last voyage, bound for Guantanamo Bay screening a convoy.

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HISTORY OF USS EUGENE (PF-40)

USS EUGENE (PF-40) was built by the Consolidated Steel Corporation at Wilmington, California. Her keel was laid on 12 June 1943, and she was launched on 16 July 1943. Mrs. Frank D. Cross served as sponsor at the launching. Mrs. Cross was appointed by the mayor of Eugene, Oregon the city after which the patrol frigate was named.

The frigate was commissioned on 1 December 1943, placed in service with the Pacific Fleet, and manned by a Coast Guard crew. Commander C. R. MacLean USCG, served as her first commanding officer.

On 29 May 1944, USS EUGENE stood out of San Francisco enroute to the Southwest Pacific, via Samoa. On 1 July she departed Samoa enroute to Milne Bay, New Guinea where she spent four days on anti-aircraft, shore bombardment and surface firing exercises prior to putting into Bougainville. She stood out for Cape Cretin on the 14th and rendezvoused with USS ALTAMAHA off Langemak on the 17th.

EUGENE escorted the tanker to Seeadler Harbor, Manus Island and then departed for Hollandia on the 26th. Two days later found her underway again, this time for Mios Woendi, escorting two cargo ships and two landing craft. After releasing her escorts she proceeded to Noemfoor Island where she began anti-submarine patrol off the loading area, as Japanese planes raided the island. USS EUGENE remained on that duty until 8 August during which time Noemfoor was raided almost daily by enemy planes. Three times she went to the aid of Allied pilots who had been shot down or who had crashed into the water.

Returning to Humboldt Bay on 9 August, she stood out on the 12th escorting an LST to Maffin Bay, where she relieved a destroyer escort on anti-submarine patrol. On the 16th she joined a convoy of Army craft bound for Mios Woendi and then proceeded to Biak contacting the USS BISBEE and USS CORONADO off Sorido for anti-submarine patrol.

On the 21st, after escorting two vessels to a rendezvous with a west bound convoy, she departed for Bosnek to pick up a party of Army personnel, bound for Wardo Bay, Biak, which had been the scene of a recent mop-up landing. Proceeding next to Rani Island, where an Army party went ashore to question natives, she got underway for Sawendi, Soepiori Islands where a shore bombardment was to be carried out.



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### HISTORY OF USS FANNING (DD 385)

During her eventful wartime career the destroyer USS FANNING became one of the most widely-traveled ships of the Navy, ranging through the Pacific from Alaska to Ceylon on duty with the fast carrier Task Forces and as a convoy escort. She earned four Battle Stars on the Asiatic-Pacific Area Service Medal.

USS FANNING was constructed in the yards of the United Shipbuilding and Dry Dock Corporation of Kearny, New Jersey. Her keel was laid on 10 April 1935 and she was launched on 18 September of the following year. Miss Cora A. Marsh, a great-great-granddaughter of the ship's namesake, christened her as she slid down the ways. The destroyer was first placed in commission on 8 October 1937.

The ship was the second to be named for Lieutenant Nathaniel Fanning, USN, who served in the engagement between BON HOMME RICHARD and SERAPIS on 23 September 1779. Lieutenant Fanning was cited by John Paul Jones for his bravery while in charge of the snipers in BON HOMME RICHARD's rigging. When most of his men had been killed he took a fresh gang into the rigging and succeeded in clearing the top of SERAPIS. When the ships were locked, he took his men into SERAPIS' rigging and drove the British seamen from their stations with hand grenades.

The first FANNING, also a destroyer, won fame during World War I by being one of the few U. S. ships to sink a German U-boat.

When the Japanese struck at Pearl Harbor on 7 December 1941 USS FANNING was at sea with Task Force 8, enroute to Pearl Harbor from Wake Island. When the startling message came, "Pearl Harbor is being attacked by enemy planes. This is no drill," she raced to join the Destroyer Battle Force and Cruiser Division 5 in a futile search for the enemy.

Slipping into port on the 8th to refuel, FANNING put to sea again the following day with USS ENTERPRISE, guarding against a possible return attack. Several submarine contacts were reported, and on the 11th FANNING attacked a contact when a torpedo track was reported passing under her stern. The force ranged 500 miles north of Pearl Harbor before returning to port on the 16th.

The task force was next ordered out to the relief of Wake Island, where the Marine garrison had been putting up a desperate fight against heavy odds. Two days out, however, the garrison fell, just one day before ENTERPRISE and her group had been due to arrive. The force was directed to retire to reinforce the defenses in the Midway area, and reached Pearl Harbor on 31 December 1941.

Eleven days later FANNING was again underway with Task Force 8, bound for Tutuila, Samoa. During a blinding rainstorm on the morning of 22 January 1942, FANNING and GRIDLEY collided, badly damaging both ships. They put in at Pago Pago for emergency repairs, and in early February limped back to Pearl Harbor unescorted.

HISTORY OF USS FAYETTE (APA 43)

The career of the auxiliary transport (attack) USS FAYETTE started in October 1943, and terminated in February 1946, during which time she participated in 18 transport missions.

USS FAYETTE was constructed by the Ingalls Ship Building Company in Pascagoula, Mississippi during 1942 and 1943. She was acquired by the United States Navy on 30 April 1943, and Mrs. Howard L. Vickery, wife of Vice Admiral Vickery, USN, served as sponsor.

The transport was named for Counties in Alabama, Georgia, Illinois, Indiana, Iowa, Kentucky, Pennsylvania, Tennessee, Texas, and West Virginia. Commander John C. Lester, USN, assumed command at her commissioning on 14 October 1943.

Following commissioning in Brooklyn, New York, trial runs and calibrations were conducted in Long Island Sound. Training exercises were held in Chesapeake Bay.

The 33rd Marine Replacement Battalion were loaded at Norfolk, in early December 1943, and LAFETTE departed for Panama as part of Task Group 29.17. Upon transitting the Panama Canal, she proceeded to San Diego, California. She was diverted prior to her arrival in San Diego, and proceeded to Pearl Harbor. After debarking the troops and cargo there, FAYETTE went to the Navy Yard for a short availability period.

During January 1944, FAYETTE joined various units of Task Force 52 for training exercises, and participated in loading and debarking exercises at Maalaea Bay and Kanoelawe Island in Hawaii, as well as shore bombardment and anti-aircraft firing practices. Near the end of the month, she prepared for her first assault landing, and joined Task Unit 52.5.2 enroute to Kwajalein Atoll, Marshall Islands.

The schedule of unloading did not call for FAYETTE to participate in the operations on D-Day, but on 1 February the first units of the battalion landing team of the 7th Infantry Division were sent to the beach. On the same day, late in the afternoon, FAYETTE entered the lagoon and anchored.

Unloading continued and casualties were received on board for treatment. During this operation, Captain Brittain came aboard and hoisted his flag as Commander Transport Division SIX. After completing the unloading, all casualties were transferred to the hospital ship RELIEF, and the transport got underway for South Pacific waters.

During the next four months, FAYETTE participated in training exercises, target practices, drills and maneuvers, visiting at various times, Funafuti, Noumea, Dumbear Bay, Guadalcanal, and Tulagi. She carried troops on several occasions from Kwajalein to Guadalcanal, Luga Point to Tassafaronga Point, Lunga Point to Cape Gloucester in New Britain, and Cape Gloucester to Macquitti Bay in the Russell Islands. In early June, she returned to Kwajalein to prepare for her next assault operations.

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### HISTORY OF USS FINCH (AM 9)

The minesweeper USS FINCH was constructed by the Standard Shipbuilding Corporation in New York, N. Y. in 1918. The keel of USS FINCH was laid on 22 August 1917, and she was launched on 30 March 1918. Mrs. Frederick G. Peabody was the sponsor of USS FINCH.

On the opening day of World War II, USS FINCH was moored to the starboard side of USS PIGEON at the Navy Yard, in Cavite, Philippine Islands.

USS FINCH sailed on 10 December 1941 in company with USS LARK to sweep for magnetic mines in the Canacao Bay area. After two days of minesweeping, the minesweeper departed Manila for Corregidor.

She conducted various minesweeping duties around Manila and Canacao Bay during the month of December.

While operating in the Corregidor area on 26 December, USS FINCH spotted enemy planes overhead and called all hands to general quarters. Numerous rounds of ammunition were fired at the Japanese bombers, however, no hits were observed.

USS FINCH operated around Manila and Corregidor during the months of January, February, March and April 1942.

On the morning of 24 March, a flight of 24 enemy bombers flew over at a high altitude and bombed Corregidor. A few minutes after this group passed over, a flight of 26 heavy enemy bombers passed over again bombing Corregidor. Enemy artillery from the South Shore of Manila Bay also continued to shell Corregidor.

During the afternoon of 24 March 1942, an additional 9 enemy planes bombed the flying field on Corregidor, and the attacks continued throughout 26 March. The attack on Bataan carried into the month of April.

On 4 April, 6 heavy enemy bombers bombed Mariveles and apparently hit one drydock. They continued blasting Bataan and Mariveles in large groups.

The Commandant of the SIXTEENTH Naval District ordered the personnel from USS FINCH to Fort Hughes for safety with the exception of 5 volunteers, who remained on board for salvage purposes.

That afternoon, 7 enemy bombers raided Fort Hughes. Three near misses landed near FINCH causing the seams to open from amidships aft. Several fragments pierced the hull, and some below deck bulkheads buckled as a result of the explosion.

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X-E 182

HISTORY OF USS FOOTE (DD 511)

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The destroyer USS FOOTE was constructed by the Bath Iron Works, Bath, Maine, during 1942, and participated in the Treasury-Bougainville, Leyte, Luzon, and Okinawa Operations during World War II. She was named in honor of Rear Admiral Andrew H. Foote, USN.

Admiral Foote served with Commodore David Porter during the piracy attacks in West Indian waters. In 1856, he led a landing force in the capture of forts at Canton, China. During the Civil War, Admiral Foote commanded a gunboat Flotilla for which he received a vote of thanks from Congress, and was commissioned Rear Admiral. He died in New York on 26 June 1863 while enroute to take command of a South Atlantic Blockading Squadron.

The destroyer USS FOOTE is the third vessel to bear that name. The first FOOTE, a torpedo boat, was launched in 1896 and sold in 1920. USS FOOTE-2, a torpedo boat destroyer, was launched in 1918 and stricken from the navy list in 1941.

The present USS FOOTE was built by the Bath Iron Works, in Bath, Maine during 1942. The keel was laid on 14 April 1942. USS FOOTE was launched on 11 October 1942 with Mrs. J. C. Aspinwall, granddaughter of Admiral Foote, serving as sponsor.

The destroyer was commissioned on 22 December 1942, and Commander Bernard L. Austin, USN, assumed command. After a brief shakedown period, USS FOOTE departed New York on 1 April 1943, in company with Task Force 69 bound for Casablanca, French Morocco. The return voyage was without incident, and the destroyer moored in Norfolk, Virginia in mid-May 1943.

On 20 May 1943, Commander Austin was relieved as commanding officer of USS FOOTE by Lieutenant Commander Alston Ramsay, USN. The next day, the ship steamed underway for Trinidad, B.W.I. Enroute she rescued the crew of a downed aircraft from the carrier YORKTOWN. She transited the Panama Canal on 30 May 1943 and reported to Commander Destroyer Squadron 23 for duty.

Late in June, the ship arrived in New Caledonia and was assigned to the THIRD Fleet. In July, FOOTE was occupied with screening convoys from Noumea to various ports in the Solomons. Her next assignment was a voyage to Vella Lavella, escorting troops. Rendova and Munda which were close by were bombed by the Japanese aircraft, but the convoy returned to Purvis Bay from an uneventful voyage.

Three days later, FOOTE joined Task Group 39.2 and steamed for patrol duties in the Northern Solomons. The patrols were conducted north of the entrance to Kula Gulf, and several enemy barges were demolished while in this area.

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HISTORY OF USS FOREMAN (DE 633)

With the chips down and destruction seeming imminent, USS FOREMAN sailed serenely on unscathed. This uncanny escape earned her the nickname "Lady Luck".

The keel for this ship was laid on 9 March 1943 at the shipyards of the Bethlehem Steel Company, San Francisco, California. Named after Ensign Andrew Lee Foreman, USNR, who was killed in enemy action in the Battle of the Solomon Islands while serving aboard USS NEW ORLEANS, the ship was sponsored by his sister Miss Nadine Foreman, who bathed the bow of USS FOREMAN with champagne at the christening ceremonies on 1 August 1943.

Officially accepted by the U.S. Navy at the commissioning ceremonies on 22 October 1943, USS FOREMAN was placed under the command of Lieutenant Commander Charles A. Manston, USNR. The ship next proceeded to San Diego, California for a four-week shakedown cruise.

On 2 January 1944 she departed for Pearl Harbor to undergo further training and shakedown. Completing this on 20 January, the ship steamed to Funafuti where she was assigned to duty at Guadalcanal. There, she was engaged in escort duty between Guadalcanal, the New Hebrides Harbors, and the Solomons until 25 March. At this time she was placed in an invasion convoy and dispatched to Enirau. Leaving Enirau, FOREMAN sailed to Purvis Bay in the Florida Islands. In May 1944 she made convoy trips to Manus Islands, Treasury Island and Cape Sudest.

On 20 May, she got underway as part of an invasion force for an attack on Toen and Wadke Islands. FOREMAN arrived off Toen at dawn on 21 May, and took anti-submarine station while LCI's and merchant ships went in to unload. The troops were forced to replese Japanese forces on the beach but the landings were completed that afternoon and FOREMAN escorted the unloaded LCI's back to Humboldt Bay. During July FOREMAN operated once more in the Solomons area, escorting to the Treasury Islands, to Enirau, Hanover Island Manus, and Green Island. Trips to Choiseul Island, to the southeastern capes of New Guinea, and back to the area of Mono Island comprised her early September duties.

On 16 September 1944 Lieutenant Commander William J. Carey, Jr., USN, relieved Lieutenant Commander Manston of command. Shortly thereafter USS FOREMAN in company with her sister ship, USS ENGLAND, sailed via the Coral Sea to Sidney, Australia for ten days of rest and recreation.

She departed Sidney on 10 October and arrived at Leyte Gulf on 30 October to take part in the invasion of the Philippine Islands. Here she remained until 16 November.

The remainder of the year, 1944, was spent on escort duty between Hollandia, Dutch New Guinea, and Seadler Harbor at Manus. On 20 February she joined her sister ship, USS ENGLAND, at Manus, and they steamed to Ulithi. There she joined Task Force 54.